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Heads Auto Parts Group

Charles A. Speers, managing director, Champion Spark Plug Co. of Canada, was elected president for 1959-60 of the Canadian Automotive Wholesalers and Manufacturers Association at its annual convention in Toronto this week. Association membership is made up of about 350 wholesale firms and 105 manufacturers mainly serving an automotive parts replacement market which increased 10% to some $550 million in 1958. *(Feature report on Canada's highways and highway transport, pp. 49-68.)*

SALES BOOMING

New-Type Cigar Made in Canada?

It's a cigar-cigarette, made on cigarette machines. Big question: How will Ottawa tax it?

By ERIC RICHTER

MONTREAL (Staff)—A new type of stogie—the "little cigar"—may hit the Canadian market soon.

A number of Canadian cigarette makers, and some cigar makers too, are looking at chances of making the pint-sized smokes.

The little cigar is a cross between a cigarette and a cigar.

It is a cigarette-sized tobacco tube filled with cigar tobacco and, as such, different from the cigarrillo and other small, true cigars which have become increasingly popular in recent months.

Since late last year, little cigar sales have been booming in the U. S.

In January alone, U. S. makers produced over 80 million little cigars. This compares with 4.3 million in corresponding 1958.

Nearly a dozen U. S. cigarette and cigar makers—including a few of the big names—are already in the little cigar field. A number of other major U. S. makers are reported to be considering following suit.

The little cigar resembles a cigarette in size and because it is produced on cigarette making equipment. However, it is made from cigar tobacco and has a wrapper of tobacco instead of paper.

At present none are being made in Canada, FP understands.

One of the reasons behind the U. S. boom is a tax angle which is cutting heavily into U. S. revenues.

Cigarettes in the U. S. are liable to a federal levy of $4 per 1,000 while cigars are taxed at only 75c per 1,000.

In Canada the situation is slightly different.

Federal levy on cigarettes is $8.86 per 1,000. Cigars are subject to a levy of $1 per 1,000 plus 15% ad valorem and 10% sales tax.

This would figure out to about $4 per 1,000 on little cigars, provided they are taxed as cigars, according to some industry estimates.

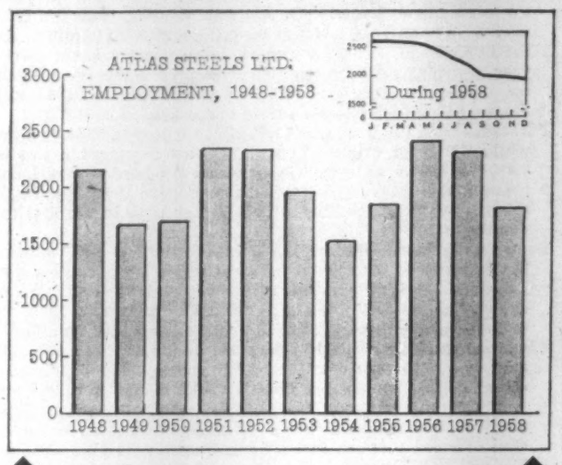
The tax differential raises an interesting point.

When is a cigarette a cigarette and when does it become a cigar?

This is a question revenue hawks on both sides of the border have yet to figure out.

Indications are Canadian authorities are planning to class little cigars as cigarettes and

(Continued on page 8, col. 5)



One Company's Employment

The chart above was one of several submitted to the federal government in a brief by Atlas Steels Ltd., asking:

Is manufacturing in Canada worth the battle?

This Canadian company thinks Canadian firms need special help to stay in business. ..... page 3

PICKUP GENERAL

Employment Hints 'Tough' Budget Coming

New statistics show no increase in jobless. This may change the cabinet's mind about spending . . .

By LESLIE WILSON

OTTAWA (Staff)—Chances are increasing that Ottawa may bring down a tough budget this year.

Strict restraint in government spending had been urged by those who feared inflation.

But in its preoccupation with unemployment, the cabinet did not find the idea very acceptable.

However, figures released this week show an improvement in the employment picture during February exceeding even optimistic expectations. Contrary to the regular pattern they indicate no increase in unemployment and suggest a small rise in total employment.

People with jobs number 152,000 higher than in February 1958 and those seeking work are 26,000 fewer.

	At Feb. 21 1959	Change from Jan. 17 1959	Change from Feb. 15 1958
	000	000	000
Job holders	5547	+9	+152
Job seekers	537	—1	— 26

With this pickup in employment running well ahead of normal seasonal patterns, it will be easier for ministers to act on the assumption of a strong and early recovery.

This development is regarded here as hastening the return to monetary orthodoxy and increasing the chances for stiffer anti-inflation measures in the budget.

The employment pickup is general, though soft spots remain in mining and some parts of manufacturing.

But manufacturing, over-all, is up in the last two months and considerable gains have been made in the service industries, forestry and construction.

Employment in Ontario and Quebec remained stable in February, a month when it usually declines. There were increases in employment on the Prairies and B. C., decreases in the Maritimes, largely a result of the coal mine shutdowns in Nova Scotia.

Here is what the February figures show:

1. For the first time in three years there was no decline between January and February in the number of people with jobs.

The survey shows an increase of 9,000 in the number of people who held jobs in February over the month before but this is well within the scope of statistical error.

Last year employment dropped between January and February by 55,000. And in 1957 by 32,000.

In 1955, and this too could

(Continued on page 8, col. 5)

Rumors Predict Saskatchewan Snap Election

From Our Own Correspondent

SASKATOON — An election for Saskatchewan this year?

The CCF government normally would not go to the polls until 1960.

But government stock is high now, and some close observers are betting on a snap election.

FP has been told to look for an election in May. The government must, by law, announce its intention 40 days before voting day. An announcement will come soon if one is to be made.

The government has been decidedly active. It has:

- **Arranged** for long-term, low-interest-rate loans for young farmers.
- **Provided** for an extra MLA to be elected in Saskatoon and Regina (where the main concentration of population is in the province).
- **Increased** grants to education.
- **Made sure** ample poison is available at reasonable cost to combat an expected grasshopper outbreak in the province. (Probably not political, but certainly good business.)
- **Planned** expensive additional power service so that more farm homes would be served.
- **In effect subsidized** private enterprise by guaranteeing bonds of a steel plant planning to go into Regina.
- **Supported** a relaxation in the province's liquor laws.
- **Planned** an extensive northern highways program.

NATION'S BUSINESS

$7 Million Too Much For a Soporific

English is rich in words and phrases that are comfortably soothing without meaning anything in particular. "The best of all possible worlds" is one example. "Civil defence" is another.

If it means anything, it means the defence of civilians against the consequences of an attack with A-bombs or H-bombs. The experts say there is no defence against these weapons. But never mind that; it's a comfort to know that the idea of civil defence exists in somebody's head and that certain officials are paid to think about it.

The government has just announced that its appropriation for civil defence this year will be $7.2 million, against $7 million flat in 1958, and that it will pay 75% instead of 50% of municipal expenses for the purpose. If any less meaningful announcement has been made at Ottawa this session, we would be interested to know what it was.

The question is not why the figure has gone up from $7 to $7.2 million but why it should be in the estimates at all. What has the country obtained for the money spent to date on civil defence? A few pamphlets, a siren or two, some grandfatherly advice from top brass and a marvellous plan for conveying the whole population of Toronto to the Bruce peninsula—what else?

Perhaps somebody feels an obligation to go through the motions of presenting a "civil defence program"—the phrase sounds impressive. But up to now the sensible question seems to be, why not keep that $7 million in the treasury to reduce the deficit?

An atomic arsenal costs billions to assemble. If the intended victims can be protected at all, they certainly cannot be protected for a sum like $7 million. No such bargains exist. If anybody is serious about civil defence, let the proper authorities estimate the price of a scheme that offers some little hope and present the bill to the public. It will be in the big billions of dollars.

Meanwhile, $7 million a year is too much to pay for a phrase, no matter how sedative and soporific.

* * *

For Laughs in the Kremlin

With fascination and horror we have just been looking at operating figures of a great, aggressive U. S. firm, National Biscuit Co.

Its experience is similar to that of dozens or hundreds of other firms both in Canada and the U. S.

But, before us right now, is this picture of corporate frustration that makes the idea of "just going fishing" seem attractive.

Nabisco is an energetic outfit, chasing fiercely after new products (like Snickerdoodles Cookies), driving its salesmen hard, fussing its way furiously through marketing and packaging problems, trying to scare and outwit its competitors and in all respects going through the motions of good corporate citizenship in the best 1959 tradition.

But what happens? In 1949 its sales were $294 million and its net income after taxes was about $22 million.

Last year—after ten more years of sweat and strain and high-pressure cookie-pushing—the company sales are $413 million and net income $22 million.

That means about 40% more volume for the same net profit. The missing millions of earnings are nearly all accounted for by tax increases.

And most tax increases of the past decade have been engendered by sundry social security and share-the-wealth schemes and by so-called defence costs that go on soaring and soaring and soaring without providing any real defence.

The communists have long been saying that it would be by economic means that they would bring about our destruction. They should get a copy of the Nabisco report. Around the Kremlin, they'll split their sides laughing.

* * *

Pause That Refreshes

We wonder if there aren't a lot of Canadian companies that are discovering the recent economic sag may have been a pause that refreshes. Noranda Mines, as a leading copper-gold producer from mine to finished industrial product, is one of Canada's important postwar growth stories.

John R. Bradfield, Noranda president, points out the Noranda group spent $120 million since 1951 on expansion in new mines, plant and equipment.

Like other copper producers and fabricators throughout the world, Noranda was hit hard by the world recession. Yet, last year it was able to reduce its long-term debt. Working capital, in a year of 21% lower profits, was boosted by about the equivalent of $1 a share.

Mr. Bradfield adds that Noranda capital spending will be down again this year, that debt will again be reduced. The financial house is being put in better order.

Yet, Noranda has in the back of its mind a series of possible new mining projects that are likely to be of major importance to Canada. One example is its interest and work in a large zinc deposit in northwestern Quebec that will probably be the base for the first zinc smelter in Eastern Canada.

How many other Canadian companies are building the foundation for another surge of expansion by strengthening finances, finding new opportunities?

Here is sound preparation for another great Canadian boom.

Oil Cuts Chop $25 Million From '59 Prairie Economy

But new crude prices will meet threat of Seaway tanker shipments into the Ontario market . . .

By W. L. DACK

By two sweeping price cuts — one in crude, the other in pipeline charges — Canadian oil has been moved back into competitive line with foreign crudes and products (**FP**, March 7).

In the process an estimated $25-million-a-year revenue will be sliced from Prairie producers and the whole exploratory and development pace further slowed down.

In an important pricing precedent, Canadian crude oil has been cut to meet threatened Venezuelan and Middle East competition in Ontario.

Up until now, Canadian oil prices have been set to meet competition of Illinois and Mid-continent crudes at Ontario points.

The new emphasis on offshore oil points up more sharply than ever the vulnerability of even inland Ontario markets to Venezuelan and Middle East crude and products once the Seaway is completed this summer.

Here were the price changes:

- **Interprovincial Pipe Line Co.** reduced pipeline tariffs to eastern Canada by 5c-12c bbl.
- **Imperial Oil** early this week reduced its posted purchase price for light crudes 14c-17c bbl.

The net result: Laid down prices of Canadian crude in Eastern Canada points are cut 19c-29c bbl.; Puget Sound on the West Coast by 15c bbl.

The Canadian motorist will profit to the tune of ½c to 7/10c gal. reduction in gasoline prices.

The recent price changes are mainly defensive moves — to hold present markets.

Outside of a possible further modest gain in Ontario markets, there is little likelihood of any important new markets resulting.

Although the change will restore much of Canadian oil's former competitive position in Puget Sound, it is not likely to lead to any near-term market increase there.

There's a real promise of a market gain in the U. S. mid-northern states, where a group of refiners are appealing under special quota arrangements for permission to obtain all their crude requirements from Canada.

This could boost shipments into that area from the present 65,000-70,000 b/d rate to around 90,000 b/d. But this 20,000 b/d gain would probably have materialized anyway.

In drafting the price structure, Imperial Oil market experts had their eyes firmly fixed on the increasing competitive threat from Venezuela.

The popular sized T-2 type oil tankers can proceed into the Great Lakes area this summer, once the Seaway is completed, with a 70,000-bbl. oil load.

Refineries at Port Credit, Bronte and Clarkson could handle from 35,000 to 50,000 bbl. each with present dock facilities.

These facilities could easily be pushed out into deeper water to take the entire tanker load.

But the threat is from product imports as well — from Caribbean and Montreal refiners (operating on imported crude).

The sharply slashed prices are

(Continued on page 8, col. 1)

INDUSTRY IDEA

Selling Water Could Pay Off

By FORBES GILBERTSON

A new industry is waiting for development by an enterprising group of businessmen:

Selling water.

The scheme is simple. The company would pump raw water from large lakes and rivers to artificial reservoirs near water-short municipalities.

The municipalities would snap it up, the scheme's proponents say, because:

- **It would give them** a dependable supply of raw water without heavy capital outlay.
- **A private company** could sell to a group of towns, thus increasing throughput and cutting costs.

A private company formed to supply raw water wouldn't compete with existing public ownership of water purification and distribution systems.

It would assure municipally-owned purifying systems, many of which are now dependent on artesian wells, a steady supply of water.

The idea came from George Finley, industrial commissioner for Trafalgar township, just west of Toronto (**FP**, Feb. 28). His suggestion:

Creation of an artificial lake near Milton, Ont., to serve as a source of raw water for Brampton, Burlington, Georgetown and other nearby communities. Water would be pumped to the storage basin from Lake Ontario.

He believes the idea is also applicable to the London - St.

(Continued on page 8, col. 3)

The Strontium 90 Scare: How Much Fact in Fright?

By LEONARD BERTIN
FP Science Editor

The strontium 90 scare is spreading across Canada.

Manitoba had it several weeks ago (**FP**, Feb. 28).

This week it's Ontario's turn, after a U. S. government report said that fall-out is coming down quicker from the stratosphere than was expected and singled out northern U. S. states and southern areas of Canada.

How much fact in the fright?

In all the recent talk of genetic damage that may be caused to future generations by strontium 90 in fall-out from nuclear weapons tests, one important fact has been overlooked:

Strontium 90 is a bone-seeking element that emits radiation of relatively low range.

Rays from strontium 90, which belong to a class known as "beta radiation," would be stopped by less than half-an-inch of soft tissue and much less than half-an-inch of bone.

This means that highly vulnerable genetic cells of the body would be out of reach of radiation from strontium 90.

Informed scientists who are preoccupied with the existence of strontium 90 in fall-out are not concerned with its genetic potentialities but with its power to produce bone cancers and also, possibly, to provoke leukemia, a cancer-like disease of the blood, by bombarding blood-forming bone marrow.

At present, amounts of strontium that have been found are judged to be far below danger level in this respect.

There might be a genetic hazard from fall-out if the amount were greatly to increase.

It would come from ray-emitting substances that might circulate more freely throughout the body or from external sources of highly penetrating radiation.

At present, the amount of such radiation from naturally-occurring potassium in the body, from cosmic rays that rain down continually on the world from outer space, and from radium in building materials and radon gas in the air, is much higher than that from fall-out.

Mystery and Closed Doors For Job-Hunting Engineers

By RAY MAGLADRY

The ways of engineer recruitment by U. S. companies are baffling Canadian observers.

And they are adding to the frustration of job-seekers here.

Here's what happened when one U. S. defence firm opened its arms for Canadian engineers last weekend:

- Splashy, big-space newspaper advertising announced the company's need for a wide range of skills.

Destination: Company's missile division in eastern U. S. Pay: $9,000 to $17,000 a year.

- But oddly, the personnel recruiting official was functioning here under a code name.
- Afterward, a company spokesman admitted that "only a very few engineers" had been interviewed.

There was no indication that any would be hired or how many were wanted.

Perhaps a partial answer to the mystery:

"Many people have noted this big advertising approach by U. S. firms to hiring professional engineers — even when the companies concerned were known to be laying off engineers," according to T. M. Medland, executive director of the Association of Professional Engineers of Ontario.

It could be a tax-free method of advertising the company, rather than advertising for engineering help, he suggests.

Meanwhile, former **Avro Aircraft** and **Orenda Engines** engineers are feeling a pinch.

"A lot of doors were never even opened to us," one Avro aeronautical engineer told **FP**.

"Many of us never did penetrate beyond the gate guard or receptionist of several major Canadian firms," he says. "Despite the surplus of job-seekers, there was a general feeling that we should stick with Canada if possible."

But engineering sources admit this determination is weakening.

Some have made plans to emigrate to U. K. or the U. S., chiefly to California, while morale of those remaining is dropping.

About 250 engineers have been in touch with the Association of Professional Engineers office in Toronto which has attempted to match them to the 200 job openings available.

Most success has been with electronics specialists for whom demand is still brisk.

How Much Recovery?

The Outlook

An FP roundup of the latest facts and expert opinion on the economic weather ahead . . .

By *DALTON ROBERTSON*

Steadily broadening recovery in the U. S. will sooner or later give business activity in Canada more momentum. And with unemployment in Canada mounting to 8.8% of the labor force at late February, the stimulus from across the border will come in handy.

How quickly the U. S. economy is snapping back from its bigger recession decline can be seen from these trends:

- **U. S. industrial production will likely get back to its boomtime peak this month.** By February it had regained all but 1.5% of its 13% decline. Higher steel and auto output is giving U. S. production indices an extra upward nudge.

By contrast: Canadian output is only halfway back from its 7% drop. Renewed U. S. interest in Canada's mine and woodland products could give our production and employment a much-needed boost.

- **Private business spending on new plant and equipment in the U. S. has done a turnabout.** New estimates for 1959 place these key outlays at $31.8 billion, up from last year's $30.5 billion, although still well below 1957's peak of $37 billion.

By contrast: Business spending in Canada at the moment is expected to decline by 5% this year (**FP**, March 14). If U. S. production bumps up toward capacity, there will be rekindled interest in development projects in Canada to supply raw materials.

- **The faster pace of activity in the U. S. is reflected by freight**

(Continued on page 8, col. 3)

TRULINE

Golf Bags

For new golfing comfort and convenience try 'Truline' . . . lightweight design, adjustable padded shoulder sling, combination hood and sweater pocket. 'Truline' golf bags are built to last: brown, blue, green or maroon 'Bryhide' simulated leather—resists cuts and bruises—washes clean with damp cloth; leather bound base reinforced with metal drag plate. See 'Truline' Golf Bags . . .

only at

EATON'S OF CANADA

CHANGE LABOR CODE

The Ontario government should at once revise its provincial labor legislation, J. Eric Harrington, president of the Canadian Construction Association, told CCA's Ontario members last week. Construction employers, he said, had been shocked by the Ontario minister of labor's statements recently that any action on the 51 recommendations of the Ontario Select Committee on Labor Relations should be put off until 1960.

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Skog says...

"Here's an ode to an onion."

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As with the onion, so with your family. They're worth all your tender, loving care. And here, too, you can best demonstrate your love by using a little foresight. Plant the seed for their security today. Then relax in the confidence that time will take care of their future needs.

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59-5

Trend of Business

Number of jobless lower than a year ago. Joint estimates by the Dominion Bureau of Statistics and the Department of Labor in the week ending Feb. 21 place the number of Canadian unemployed at 537,000, virtually unchanged om a month earlier and 26,000 less than a year ago. Latest estimate represents 8.8% of the total labor force of 6,084,000 compared with 9.4% in February 1958.

Higher February imports widen trade gap. Continuing the year-to-year gains evident in the last four months, Canada's commodity imports rose 6.9% to an estimated $389.1 million. On the other hand, February exports were slightly lower than a year previous at $324.3 million. Month's trade brought the import surplus since the beginning of the year to $128.8 million vs. $47 million in same period a year ago.

Purchases from the U. S. rose 11.5% in February to $284.7 million while Canadian exports to that country increased a smaller 3.8% to $207.5 million. These across-the-border movements brought the unfavorable trade balance since the beginning of the year to $172.8 million, 52.5% higher than in the first two months of 1958.

Sales to the U. K. climbed 17.7% in February to $50.3 million, but imports of British goods were down 8.8% from a year earlier to $31.8 million. This resulted in a rise in the February export balance to $18.5 million from $7.8 million in 1958, and in the two-month period to $38.7 million from $31.7 million.

Chain stores chalk up healthy increase in January. Month's sales rose 12.6% to $238.4 million with grocery and combination chains setting the pace in boosting sales 17.5% to $128.4 million. Of the remaining trades, only furniture and appliance stores registered smaller sales (3%) compared to a year earlier. Gains ranged between 14.6% for both men's clothing and lumber and building material dealers and 3.3% for shoe stores.

More bounce in rubber business. Use of natural, synthetic and reclaim rubber in January rose 25% from a year earlier to 20.4 million lb. Rubber going into tires and tubes accounted for most of this increase, rising 34% to 14.1 million lb. Makers of footwear consumed 1.7 million lb., 8% more than a year ago. Natural rubber made up 36.6% of the total consumed in the month, little changed from a year ago.

Shipments of rolled steel products up 16% in January to 336,927 tons from 290,081 a year ago. Disposition during the month to major consumers was: building construction, 61,092 tons (39,125 in 1958); pipes and tubes, 45,743 (58,369); railways, 39,279 (34,069); container industry, 31,736 (26,321); automotive industry, 15,663 (9,545); farm equipment, 12,409 (6,999); and machinery and tools, 12,629 (14,292).

Overseas wheat sales sharply higher. Export clearances of Canadian wheat in the week ending March 4 rose 37% to 4.4 million bu. from 3.2 million bu. sold in the same week last year. Despite this increase, clearances in the current crop year were 3.7% lower than a year earlier at 414.9 million bu. Visible supplies of Canadian wheat on March 4 totaled 375.4 million bu. vs. 373.3 million bu. at this time last year.

Cheque cashings up 18% in January, reflecting the brisk pace of personal and business spending. Month's total of $20,470 million was $3,115 million higher than a year earlier as a result of heavier debits in all provinces. Greatest increase was in Ontario, up 27% to $10,092 million.

Major Weekly Indicators

	Latest Date or Week Ended		Previous Week	Previous Month	Year Ago
Department store sales, % change from year earlier	(Mar. 14)	+7.4%	+9.4%	+5.6%	+3.3%
Carloading totals	(Mar. 7)	66,441	66,273	65,644	65,806
Eastern Canada	(Mar. 7)	44,765	44,671	43,171	43,858
Western Canada	(Mar. 7)	21,676	21,602	22,473	21,948
Iron and steel mfg.	(Mar. 7)	1,270	1,418	1,148	1,394
Ores, concentrates	(Mar. 7)	3,522	3,466	3,527	2,881
Base metals	(Mar. 7)	523	535	495	610
Lumber, timber, plywood	(Mar. 7)	4,297	4,230	3,797	3,750
Cement	(Mar. 7)	346	333	234	343
Passenger car production	(Mar. 21)	8,137	7,845	7,754	7,273
Truck production	(Mar. 21)	1,609	1,524	1,403	1,298
Chartered Banks					
Personal savings ... ($ millions)	(Mar. 11)	7,020	7,021	6,926	6,419
Loans outstanding . ($ millions)	(Mar. 11)	5,553	5,543	5,382	5,328
NHA mtge holdings ($ millions)	(Mar. 11)	817	815	806	609
Banks of Canada holdings of					
Securities ... ($ millions)	(Mar. 18)	2,633	2,612	2,580	2,437
Short-term govt. ... ($ millions)	(Mar. 18)	262	237	182	1,348
Long-term govt. ... ($ millions)	(Mar. 18)	2,299	2,294	2,321	1,035
Other securities .... ($ millions)	(Mar. 18)	18	18	23	16
Bank Clearings:					
Montreal ... ($ millions)	(Mar. 19)	930	825	886	807
Toronto ... ($ millions)	(Mar. 19)	1,160	1,200	1,168	1,032
Cdn. dollar (U.S. cents av.)	(Mar. 24)	103.225	103.079	102.577	107.380
T.S.E. industrial index	(Mar. 24)	530.16	533.60	534.25	424.81
Yield 114 stocks	(Mar. 23)	3.96%	3.92%	3.98%	5.09%
Bus. fail. 4-wk. moving av. .. (no.)	(Mar. 12)	28.2	31.5	29.0	37.0
Steel ingot production .... (tons)	(Mar. 14)	102,423	102,374	108,094	N/A
% of capacity	(Mar. 14)	84.3%	84.3%	89.0%	N/A

Facts by the Month

	Latest Month		One Month Previous	Two Months Previous	One Year Previous
WHAT WE PRODUCE—					
In all Industries (Index)	Dec.	148.2	139.1	135.3	142.7
In factories (Index)	Dec.	132.6	145.4	141.6	127.6
Total nondurable goods (Index)	Dec.	134.6	150.4	148.5	126.8
Food & bev.	Dec.	134.3	156.4	159.6	126.2
Textiles	Dec.	113.0	126.6	121.3	103.3
Clothing	Dec.	103.9	110.5	110.3	103.4
Chemical products	Dec.	171.9	190.3	188.3	177.1
Total durable goods (Index)	Dec.	130.2	139.5	133.7	128.6
Iron & steel products	Dec.	117.7	126.4	120.4	117.4
Primary iron & steel	Dec.	122.4	123.3	94.3	118.0
From mines (Index)	Dec	214.6	224.7	228.5	217.6
Metals	Dec.	156.9	163.6	172.3	174.8
Nonferrous smelting, refining	Dec.	110.1	107.5	109.5	146.9
Gold	Dec.	105.9	111.5	112.4	106.7
—From farms					
•Cattle delivered (000)	Jan.	138	175	163	158
•Hogs graded (000)	Jan.	646	783	602	439
Grain mill products	Dec.	124.6	151.9	135.2	112.1
(Under DBS December revision this item replaces "Flour").					
—From sea					
East Coast catch ($000)	Jan.	2,328	2,961	2,380	1,955
W. Coast catch ($000)	Jan.	804	1,491	2,38[illegible]	804
—From forests					
Newsprint (000 tons)	Jan.	465	476	518	475
Pulp (000 tons)	Jan.	824	778	849	758
—In powerhouses					
Electricity (million kwh.)	Jan.	8,772	8,841	8,347	8,564
WHAT WE SELL—					
Retail sales ($ millions)	Dec.	1,565	1,295	1,311	1,450
Dept. store sales ($ millions)	Jan.	91.8	187.6	147.1	84.8
•Wholesale sales ($ millions)	Dec.	673	662	711	580
Mfrs. outstg. orders ($ millions)	Jan.	2,122	2,111	2,119	2,515
Pass. car sales (units)	Dec.	29,176	26,726	21,832	23,160
WHAT'S ON HAND—					
Mfrs. inventories ($ millions)	Jan.	4,419	4,394	4,367	4,576
Dept. store stock sales ratio	Jan.	4.5	1.8	2.1	4.8
SPENDING, SAVING POWER—					
Labor income ($ millions)	Dec.	1,359	1,387	1,389	1,295
Dividend payts. (Index) (annual rate)	Feb.	301.7	301.0	299.6	317.3
JOBS—					
•Persons with jobs (000)	Feb.	5,547	5,538	5,680	5,395
•Jobless seeking work (000)	Feb.	537	538	440	563
•Do. (% of labor force)	Feb.	8.8	8.9	7.2	9.4
CONSTRUCTION—					
Contract awards ($ millions)	Jan.	178	271	318	190
FOREIGN TRADE—					
•Exports ($ millions)	Feb.	324	350	450	328
•Imports ($ millions)	Feb.	389	414	428	364
MONEY—					
Money supply ($ millions)*	Dec.	12,927	12,892	13,198	11,500
•Cheques cashed ($ millions)	Jan.	20,470	21,610	19,248	17,363
Life insurance sales ($ millions)	Jan.	439	536	321	390
Notice deposits	Jan.	7,528	7,462	7,419	6,735
Current public loans ($ millions)	Dec.	5,411	5,325	5,140	5,405
PRICES—					
Consumer price (Index)	Feb.	125.7	126.1	126.2	122.7
Wholesale prices (Index)	Feb.	230.8	229.7	229.1	227.7

*Total deposits, less Govt. of Canada deposits, less float, plus notes in circulation outside the banking system.

STRATEGIC MATERIALS—Production and Supply—

	Latest Month		Month yr. ago	Yr. to date	% chge. yr. to date
Steel ingots and castings (000 tons) ..	Dec.	426	351	4,345.3	—13.7
Nickel (000 tons)	Dec.	3.3	14.9	140.8	—25.1
Primary copper (000 tons)	Dec.	19.0	34.3	346.8	—3.4
Lumber exports (millions fbm.)	Dec.	324	296	3,827.0	+5.2
Lumber (millions fbm.)	Dec.	463	370	7,090.8	+4.8

Index based: production 1949=100; consumer price index 1949=100; wholesale price index 1935-39=100.
•New item this week.
Date of issue for your file, The Financial Post, March 28, 1959.

Look for It Here

March 28, 1959

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Tenders Soon For Seminary

A new Jesuit seminary will be built on a 34-acre site in the Willowdale area of Metropolitan Toronto, on Bayview Ave.

Very Rev. Gordon George, provincial of the Jesuit Fathers, said a five-story building is planned to accommodate 150 and will contain student and faculty rooms, lecture rooms, seminars, library to hold 100,000 volumes, chapel, infirmary, combined gymnasium and auditorium. Young men will receive their final years of training for the priesthood here.

Designed by **Peter Dickinson Associates,** construction of the building will begin in late spring and tenders will be called early in April.

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THE STORE FOR MEN

Surge in Trading Stamps: Quebec May Set the Trend

By CLIVE BAXTER

New surge in retail trading stamps across Canada? Watch Quebec for the hints.

The trading stamp tide is rising quickly in Quebec retailing — **and the Quebec government has no plans to block it as long as it remains within the law.**

During the last six weeks virtually all Quebec grocery outlets have started offering stamps as sales-boosters. The only holdout: The 48 Quebec Stores of the **A & P** chain (**FP,** Jan. 31).

It has been common knowledge that provincial authorities are not enthusiastic about the stamps. While they served as a weapon to help the small independent grocer hold off the onslaught of the big chains, stamps were accepted by Quebec City.

Support of the small store-owner has long been a mainstay of government policy.

In mid-January some 356 out of 417 chain outlets suddenly announced stamp plans.

Since then there has been much speculation whether or not the Duplessis government would move to outlaw stamps. Their legal status has never been fully tested in the courts.

However, this week Antoine Rivard, Quebec solicitor general, told **FP:** "We have been watching these stamps with great interest. Whenever they are administered in a way that contravenes the criminal code, we prosecute.

"But the stamp programs now operating in the province seem quite legal, and of course any change in the criminal code is not a provincial affair. We will continue to keep a close watch."

So with apparently clear sailing ahead, Quebec stampers are hard at work turning the province into a premium collector's paradise.

Steinberg's Ltd. — which hurried into a stamp program to head off the **Independent Grocers' Alliance** surprise stamp offensive which triggered the recent furore — has taken the scheme a step further.

It was announced recently that from now on a number of other stores operating in shopping centres around Steinberg's outlets would also give "pinky" stamps — the same kind as Steinberg's.

In theory each different store should issue a stamp book of its own in which the customer sticks only the stamps earned at that store.

This week, however, rival retailers were grumbling that there is nothing to stop customers using stamps from a number of different sources in one book — thus greatly enhancing the Steinberg's scheme.

How successful have the stamp users been in the opening weeks of battle?

Nearly everyone claims gains.

A spokesman for the 132-store IGA chain told **FP** that sales were well up, in many cases a hefty 30%.

Steinberg's reports "very satisfactory customer reaction, with sales certainly holding steady."

Dominion-Thrift reports Quebec sales are up and stamps are "pretty successful."

The small—13-store **Dionne's** chain is only in its second week of stamps, but says that customer reaction has been "encouraging."

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Trade Gap Still There Despite Fall in Imports

Canada is very near to position of debtor who can cover past debts only by fresh borrowing . . .

By MICHAEL BARKWAY

OTTAWA (Staff) — Boom or recession, Canada still lives on credit.

Through the boom, the cheery official voices used to say the huge payments deficit — $1,370 million in 1956 and $1,400 million in 1957 — would soon correct itself when the great flood of new investment tapered off.

It hasn't.

The 1958 deficit from current transactions in goods and services with other countries was $1,112 million.

It was twice as large as any year previous to 1955, and more than 60% larger than 1955.

Recession reduced the year's growth of foreign indebtedness only from $1.4 billion to $1.1 billion.

The 1956-57 boom has left us with built-in obligations which bring Canada very near to the position of a debtor who can cover past debts only by fresh borrowing.

With the lowest trade deficit in five years, Canada still earned in 1958 only 85c on every dollar it paid abroad.

This is not much improvement on the 83c we paid on the dollar in 1956 and 1957, (1956 figures revised).

The only significant improvement is that we are taking a little less out of the pockets of overseas countries to pay our deficit with the U. S.

- **In 1956,** our own earnings covered only 71c out of every dollar we spent in the U. S.

But we earned 12c, net, in our dealings with the U. K. and other countries.

Over-all deficit: 17c on the dollar.

- **In 1957,** we earned 72.5c for each dollar spent in U. S.

But our net earnings overseas were down to 10.5c.

So the over-all deficit — or increase in foreign indebtedness — was still 17c on every dollar.

- **In 1958,** we bought so much less from the U. S. in the way of merchandise that our earnings covered 76.5c for every dollar we spent there.

But we earned only 8.5c, on balance, from our dealings with other countries — partly because we gave away more in the form of wheat and grains and Colombo Plan aid.

So our over-all deficit still stood at 15c on every dollar.

The reason for this continued failure to pay our way, even when recession had reduced imports, lay in the so-called "invisible" items.

And the largest of these — now "built-in" to our whole international balance of payments — is the service of foreign capital.

The 1958 deficit on merchandise trade was only $174 million — lowest since 1954 and $400 million less than in 1957.

But the net deficit on non-merchandise items still continued the steady rise which it has shown since 1952.

From $300 million in 1952 it has risen steadily year by year, till last year it reached the total of $938 million — which a few years ago would have been considered insupportable.

More than half of this deficit on "invisibles" has consisted ever since 1949 of the net payment of interest and dividends to non-resident (mainly U. S.) owners of Canadian stocks and bonds, and to parent companies drawing dividends from Canadian subsidiaries. (**FP**, Nov. 15, 1958).

Last year was an exception. Net payments of interest and dividends, at $433 million, were less than half the total deficit on 'invisibles."

But if the U. K. had not resumed payments on its official loans, which were missed in 1957, the interest and dividends total would have continued its steady upward rise. This was the main reason for an increase in debt payments to Canada, which was enough to offset the increase in our payments abroad.

Recession brought no relief from this annual drain of debt and dividend payments abroad. The 1958 gross total was the same as in 1957 — just under $600 million.

Dividend payments were down, with lower level of profits in the earlier part of the year. But higher payments on fixed-yield debt made up for this.

Payments to all countries in this category were $523 million in 1956, $593 million in 1957, and $594 million in 1958.

To the U. S. however, they grow more quickly, and 1958 brought no respite.

Our interest and dividend payments to U. S., without taking account of our earnings in U. S., were:

	Million
1956	$383
1957	$427
1958	$486

It is already certain that this annual increase will continue: 1958 added $650 million to the Canadian securities held abroad. Most of this was in bonded debt, and an even higher proportion than in previous years went to the U. S.

More than half of it was in the form of bonds of the junior governments, with a higher coupon than issue of previous years. The corporate issues, including stocks and bonds, were down to $300 million, from $590 million in 1957.

On the other hand, government issues sold in the U. S. almost doubled from 1957. In 1958 they came to over $350 million, compared with $157 million in 1957. Since the 1958 issues pay higher returns than those of 1957, this obviously means another "built-in" increase in our annual payments abroad.

This annual increase in fixed obligations to foreigners, has to be coupled with the dividends which foreign companies are likely to withdraw from their subsidiaries as the development phase ends and the profitable production phase starts.

When you add to these consistent deficits on freight and shipping payments, plus our growing travel expenditures abroad, it looks as though returning prosperity in 1959 will again find Canada unable to pay even as much as 85c on the dollar we spend abroad.

The other 15c is adequately covered now by inflow of capital — nearly $400 million, even last year, for direct investment, and more than $700 million in other forms.

But of course each increase in capital inflow increases the obligation — in debt payments or dividends — of future years.

If it is already true that we must borrow to pay the interest on past debt, obligation increases with each year's borrowing.

CANADA-U.S.

Boston Talks To Relieve 'Irritations'

Special Correspondence

BOSTON — Major sources of irritation between Canada and the U. S. will be examined by government and business leaders of both countries at a conference here April 21.

The conference will be the highlight of Canada Week in Boston and is sponsored by Boston College and the Boston Globe.

Irritants to be studied range from U. S. restrictions on Canadian oil imports to the fishy-eyed attitude of some U. S. shopkeepers to Canadian currency.

Seminar guests include top government officials, economists, bankers, investment authorities and business executives.

Main speakers are U. S. Under Secretary of Commerce Frederick Mueller, Henry G. Norman, president of Montreal Stock Exchange, Canadian Ambassador Arnold D. P. Heeney, U. S. Ambassador Richard B. Wigglesworth, Lionel Chevrier, former president of St. Lawrence Seaway Authority.

N. B. Gas Company Change Approved

Special Correspondence

MONCTON, N.B.—Incorporated last January the **Moncton Utility Gas Ltd.** has acquired the real and personal property of **Moncton Electricity and Gas Company Ltd.**

The change has been approved by the New Brunswick Board of Public Utilities.

Grose to Head Manitoba Development?

From Our Own Correspondent

WINNIPEG—A Manitoba Development Authority along lines recommended in last year's report on the industrial potential of northern Manitoba by **Arthur D. Little Inc.,** is being set up by special act at the present legislative session.

Its purposes and powers as defined in the legislation are to develop natural resources of the province and encourage industrial enterprises.

Its board will be headed by an executive director, likely former deputy industry and commerce Rex E. Grose who returned to the government service last Jan. 1 after a year's absence in private business.

When the appointment is made it will be for a five-year term.

Unlike the Manitoba Development Fund set up at the short session last October with power to financially assist small and moderate sized industries and to be operated and managed by personnel outside the government, the Development Authority is an organization wholly within the government.

Its statute prescribed directorate of five are all cabinet ministers.

Its board which is to function under instructions and supervision of the directorate includes deputy ministers of four government departments, mines and natural resources, industry and commerce, public works, and public utilities.

Its other four members will be the chairman of the Hydro Electric Board, chairman of the Manitoba Power Commission, the commissioner and general manager of the **Manitoba Telephone System,** and the general manager of the Manitoba Development Fund, a position now held by Mr. Grose.

Bennett Turns Labor Row, Sets Stage for Election

From Our Own Correspondent

VICTORIA — The most bitter and noisy session in years ended last week.

B. C. legislature prorogued after 42 days of a debate that saw master-tactician Premier W. A. C. Bennett set the stage for the next election and break new ground in the labor field.

The final barrage lasted until 3.50 a.m., and produced some of the most abusive language heard in the house.

Background on B. C. labor law, p. 26.

This was the stormy birth of a new act prohibiting picketing of government buildings.

It was brought forward only 24 hrs. after the government won a court battle upholding an injunction that stopped a four-hour strike March 13 in Canada's first mass walkout of government employees.

The civil servants struck for recognition of their association as a bargaining agent.

The legislative chamber resounded with cries of "Fascist," "Nazis" from CCF opposition members and "enemies of the Queen" and "politically you are all psychopathic" from the Social Credit government benches.

The CCF accused the government of precipitating the strike by refusing to table the report of an enquiry into feasibility of granting bargaining rights to the civil service while the Socreds countered that the CCF had encouraged the walkout.

The three Liberal members took a middle road, blaming the government for the strike but voting in favor of the picketing ban.

It was the third all-night sitting in the final week, all of them on labor legislation.

The other two past-midnight wrangles revolved around the new Trades Union Act, lasting to 4.38 a.m. and 5 a.m., the latter setting a record for late adjournment.

The same debating pattern evolved, with the CCF blasting the newly-conferred legal status of unions (opening the way for civil suit in cases of illegal strikes) as an attack on labor, the government defending the move and the Liberals criticizing some of the provisions but voting with the government.

Although the B. C. Federation of Labor and the B. C. Government Employees Association denounced the two new pieces of labor legislation, Premier Bennett appeared to have slightly better than an even chance of reaping increased power at the polls with the new acts.

He also set the stage for a snap election late this year by obtaining sanction for a proclamation declaring the province debt-free, to be issued when sinking funds equal the direct debt.

The Socreds confidentally expect to hold a "mortgage burning" ceremony, complete with bonfire, by August.

Premier Bennett told the legislature that liquidation of the direct debt will free $25 million annually for increased old age pension assistance, social welfare assistance and the property tax rebate, now at the $28 level.

With this ready-made election platform, he is in a position to go to the country this fall. If he doesn't, the platform will serve just as well next year when the government is in the fourth year of its term.

P.E.I. Sees Tobacco Crops Boosting Farm Economy

MONTREAL (Staff) — Add another province to the list of those hoping to challenge Ontario's tobacco-growing supremacy.

The latest: Prince Edward Island, which hopes that high-dollar-yield tobacco will soon shore up its only moderately prosperous farm economy.

The province's agriculture department proposes to grow 12 acres of tobacco this summer.

It hopes to prove that balmy PEI is Canada's ideal area for producing tobacco. The government thinks the climate is ideal, that the desirable sandy soil is available and that kiln drying will take care of any problem in the drying of the leaf.

Many provinces are coyly eyeing tobacco, which has boomed into a $90 million industry in Ontario.

They see in the leaf an opportunity to diversify their farming and stimulate it with the injection of a low-acreage, high-yield cash item.

Nova Scotia hopes to build a tobacco-growing area in the Annapolis valley. Quebec, the No. 2 producer far behind Ontario, also hopes for expansion. So do both Manitoba and British Columbia, which have made a bare start on the project.

In recent years also a few Alberta, Saskatchewan and New Brunswick farmers have given some thought to tobacco.

Ontario normally produces more than 90% of the Canadian crop from a comparatively small area in the southwestern part of the province.

How Much Longer Can Roblin Last?

Manitoba government's days are numbered as the opposition gangs up for a no-confidence vote . . .

From Our Own Correspondent

WINNIPEG — The minority Roblin government in Manitoba may survive this week, but from what has happened in the first nine days of the legislative session its life expectancy can't be much longer.

Three times between its opening March 12 and the last sitting of last week, Liberals and CCFers joined to dictate business of the house.

Twice it was on procedure, a Speaker's ruling having been reversed in each case on appeal to the house.

The other occasion was when Premier Roblin was refused a night sitting to put through supplementary estimates of $1.2 million for the current year and interim supply of $16.7 million for the first two or three months of the 1959-60 year.

None of these occasions involved defeat of the government.

The line of opposition, however, seems sure to be continued during the throne speech debate on which an adverse vote will mean downfall of the government, dissolution, and a mid-May election.

Opposition tactics have delayed, but haven't headed off, major policy announcements of the government.

Its program was given in more than usual detail in the throne speech.

Agriculture and public works minister Errick F. Willis, education minister Stewart McLean, and Dr. George Johnson, minister of health and welfare, have spoken in the debate and all elaborated their programs.

Other cabinet ministers will follow this lead.

Most private members of the opposition can also be expected to put themselves on the record before the election.

The government program will call for record expenditures but the estimates are not yet tabled and may never be.

Roblin, also provincial treasurer, is anxious to bring down his budget to head off possible campaign charges that he didn't tell the house how he is going to get the money to pay the bills.

He is ready and anxious to do it — particularly because there are no tax increases — but he may not get the chance.

The combined opposition is likely to force acceptance of one or other of the throne speech amendments.

The session has also made clear the line of the opposition election campaign.

The attacks so far have been on John Diefenbaker and the federal government.

The Liberal amendment is pegged on agriculture and Dominion-provincial financial relations.

It regrets that the government "failed to support the farmers of Manitoba" in their Ottawa march for deficiency payments and that "in spite of its promise to promote Manitoba's best interests has failed to secure a meeting of the Dominion-provincial fiscal conference."

The CCF adds "we further regret failure of the government to take the initiative in promoting a comprehensive federal-provincial health insurance plan."

Liberals could vote against the CCF amendment without losing face. The CCF on the other side can't logically oppose the Liberal amendment. The party leader Lloyd Stinson made these exact criticisms in public statements before the House opened.

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North American To Pay Dividend

A dividend will be paid in April for first-quarter 1959, President William F. Shelley told shareholders of **North American Fund of Canada,** although the fund has not entirely invested the $7 million proceeds of its recent underwriting (**FP**, Dec. 6).

Management fees have been waived for the January-March quarter.

Fund has 4,700 investors.

Sales Higher, Profit Lower For Zeller's

MONTREAL (Staff) — Sales of the 68-store chain, **Zeller's Ltd.,** climbed by 7.5% to a record $49.8 million last year, a preliminary report shows.

Net profit was slightly down—$1,896,751 ($1,932,751 a year ago), equal to $2.24 ($2.29) per common share.

Company blames mounting costs for the decline in profits.

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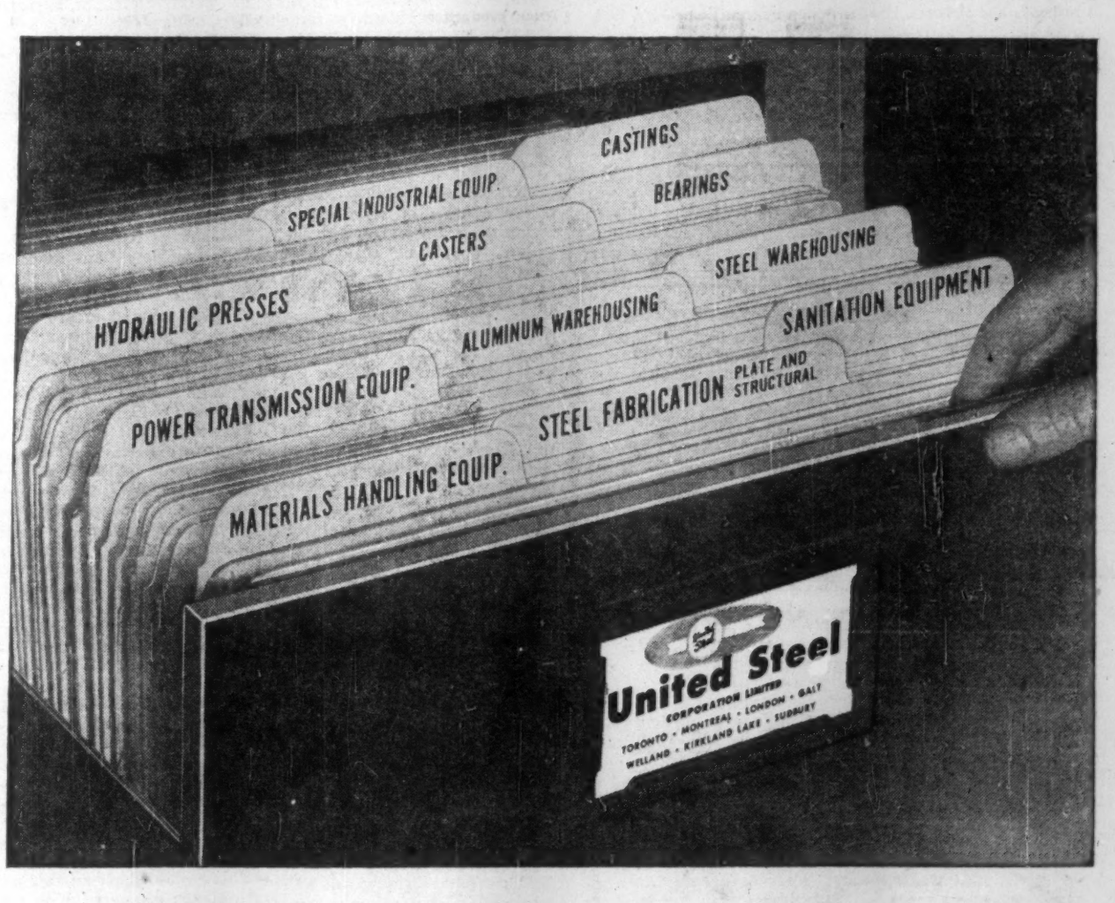

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Why They're Moving

Facts and comment on what's going on in the market and rumors behind some of the moves.

By RODNEY TOUCHE

In a market that has recently shown wide areas of weakness, the stocks of Canada's chartered banks have moved uniformly ahead. Gains have been small but they have been made while many other "blue chips" remain below 1959 highs.

To many investors, the recent boost in chartered bank lending rates and the dizzying climb of the treasury bill rate to a record 4.22% (from its recession low of less than 1% last July) undoubtedly imply another profitable year.

Most active of the bank stocks lately has been **National Canadian Bank.** It went up $3 to a new high of $63⅝ just before it offered stockholders rights to three new shares at $40 for every seven held. After the stock went ex-rights, it dropped back to $57.

All other banks have offered shareholders rights within the last year except **Bank of Montreal,** whose last offer was May, 1957, and **Imperial Bank of Canada,** with its last issue January, 1955. The price rise of these two banks this year may indicate anticipation of offers by them too.

Here's how the stocks have moved:

	Recent Price $	Week Ago $	Month Ago $	End 1958 $
National Canadian	57*	60½	59	57
Bank Nova Scotia	72⅜	72	67¼	67
Bank of Montreal	58¾	57⅝	54⅞	55½
Cdn. Bank Commerce	59½	58⅜	56¾	54⅝
Imperial Bank	71	69¼	68½	61½
Royal Bank	78¾	78⅝	76	75½
Toronto-Dominion	57½	56⅛	55	51⅞

*Ex-rights.

This week's sharp cut in crude oil prices had little immediate effect on either the pipelines or the integrated producers. **Imperial Oil** at $44¾ has actually posted an increase from last week's $42. **Texaco,** at $73, is up $3. **British American** is unchanged at $40 and **Canadian Oil,** despite its recently announced 19% profit drop, remains firm in the $28-$29 range.

Among the pipelines, **Interprovincial** has climbed from $49¼ a week ago to $53¼ at mid-week. The climb has been made in the face of a tariff cut, forced by the weakening crude market. But street sources say that the company's improved trend of earnings ($2.51 per share in 1958 vs. $1.89 in 1957) should be well maintained in 1959.

Two pipelines that have weakened, however, are **Trans Mountain** ($11 mid-week compared with last week's high of $12⅛) and **Pembina,** down $1 to $9½.

* * *

News of a drop in newsprint shipments by Canadian producers last month (down 8.1% to the U. S., 4.4% over-all) has weakened the pulp and paper stocks. They are now selling below their 1959 highs.

Among farm equipment stocks, **Massey-Ferguson** at $14¼ has dropped down $1 from its recent high but still continues to be one of the most active traders. Volume last week reached close to 250,000 shares. **Cockshutt Farm Equipment,** just embarking on a new era of management, has jumped to $15⅞ from $13½ a week ago.

Among speculatives, **Abitca Lumber** has sprung up to 82c from last week's 57c, **Arcan** stays persistently over $4.

In the stock option market, calls are being bought on Arcan for premiums as high as 75c per 100 shares (for a 90-day option). Other call option favorites are **Westcoast Transmission, Canada Crushed & Cut Stone** and **United Telefilms.**

Canada Crushed & Cut Stone, with only 190,000 shares outstanding, is the subject of a recent review by Hector M. Chisholm, Toronto brokerage firm.

While interest in put options is comparatively slight, **General Development** has attracted some traders, dealers say.

Moore Corp. Announces Stock Split

Shareholders of **Moore Corp.** are to be asked to approve a 3-for-1 split of the company's common stock.

This decision of the directors was announced mid-week at the annual meeting.

Following approval of the split, a dividend of 20c quarterly is to be paid on the new stock, beginning July 2. This is equivalent to an increase of 40c per share to $2.40 in the current annual rate.

The practice of paying a special year-end dividend is to be discontinued. The company has been paying an extra 20c annually since 1950. It has paid 45c quarterly plus 20c extra since 1957.

Authorized common share capital of Moore Corp. is 2,608,448, of which 2,174,502 were outstanding at last report in October.

Common stock was split 4-for-1 in November 1950 when it had reached a high of $101. This year it has reached a high of $103 and was trading this week at $100½.

Anglo-Cdn. Pulp Profit Rises 23% Dryden Loss Less

MONTREAL (Staff) — Net profit of **Anglo-Canadian Pulp & Paper Mills** last year was $3,836,925 ($2.70 per common share) or 23.1% higher than $3,115,823 ($2.12) in 1957.

Net sales were $55.8 million ($51 million in 1957).

Business improved during latter 1958 and company expects this to continue through 1959. Subsidiary **Dryden Paper Co.** showed a net loss of $530,791 ($1,003,075).

Bathurst Sales, Earnings Higher

MONTREAL (Staff) — **Bathurst Power & Paper** president R. L. Weldon told the annual meeting sales and profits for this year's first two months were somewhat higher than a year ago.

In first quarter 1958, Bathurst net profit was $172,671 ($352,178 in first quarter '57) and profit for all 1958 was $1,546,663.

When company's new boxboard machine starts operating in May it should be "reasonably busy," Weldon said. It will increase capacity by 25,000 tons annually. Boxboard demand has been vigorous.

Company's sales so far this year are above 1958 levels.

Note

By VINCENT EGAN

Preferred stocks appear to have come into new favor with corporate treasurers, as a means of raising non-equity capital now that bond prices are so low.

Two more preferred issues are imminent—one large, one small. They follow such recent successful preferred offerings as those of **Hardee Farms International, Consumers' Gas** and **Union Gas.**

* * *

Fry & Co. heads a syndicate which will offer 50,000 shares of **P. L. Robertson Manufacturing Ltd.** 6% cumulative redeemable first preferred shares, Series A, at par of $20. Call price is $21½ until May 15, 1964, and $21 thereafter.

* * *

Expectation is widely held that **Wood Gundy** next week will offer $25 million **Massey-Ferguson Ltd.** 6% convertible preferred stock, par $100, with an initial conversion basis of $18 per common share.

* * *

Teleflex Ltd. will seek $1 million shortly in a combined debt-equity offering. Filing with SEC is scheduled for about May 1 . . . Last week's $17 million **BP Refinery Canada** bond issue (at 5.64%) by **Greenshields** and Wood, Gundy was heavily oversubscribed . . . Wood, Gundy and **Eastern Securities** are expected shortly to make the first public offering of **Sobeys Stores Ltd.** stock. Price is to be $17 on 125,000 npv shares, of which 75,000 represent new financing.

* * *

Provincials: Financing in the U. S. is said to be contemplated by **Alberta Municipal Financing Corp.** and a British Columbia agency. Rumor is that the Alberta crown company is seeking $50 million of the $70 million it needs this year (**FP,** Feb. 7) for financial aid to municipalities.

* * *

Municipals: In the offing is an issue by **Winnipeg** of $2.6 million one-to-10-year and $700 one-to-20-year serials . . . The **Nesbitt, Thomson** group and the **Royal Securities** group are distributing $800,000 5¼% one-to-20-year **Moncton** serials. One-to-10-year maturities have been placed privately; one-to-20s are offered to yield 5.50%.

* * *

Banque Canadienne Nationale is offering 300,000 shares at $40 to shareholders of record March 26, on the basis of three new shares for each seven held.

* * *

Net asset value of **Keystone** (Boston) Low-Priced Common Stock Fund rose by 31.8% in the six months ending Jan. 31—from $8.85 to $11.67 — and 65% over the preceding 12 months. Only Canadian holdings at the end of January were 30,000 Massey-Ferguson and 12,000 **Home Oil B.**

Keystone's Low - Priced Bond Fund reported net asset value of $16.42 at Jan. 31, compared with $15.42 six months earlier and $15.21 a year earlier.

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Rolland Sales Up 5% in '59

MONTREAL (Staff) — Sales of **Rolland Paper Co.** are running 5% ahead of last year, reflecting improvement in demand for fine papers.

Tonnage sold in 1958 was 11% higher than in 1957. At the beginning of 1959 selling prices were increased 3% to offset increased freight and labor costs.

Annual meeting was held at mid-week.

Profits Here?

A regular listing of latest studies by investment firms.

MAPLE LEAF MILLING CO.—Canadian Business Service Ltd., 4 Richmond St. E., Toronto.
ASBESTOS CORP. — Royal Securities Corp., 360 Bay St., Toronto.
HARDEE FARMS INTERNATIONAL — Dominion Securities Corp., 30 King St. W., Toronto.
PROVO GAS PRODUCERS — Thomson, Kernaghan & Co., 67 Richmond St. W., Toronto.
DOMINION TAR & CHEMICAL—Deacon, Findley, Coyne Ltd., 197 Bay St., Toronto.
CANADA CRUSHED & CUT STONE — Hector M. Chisholm & Co., 82 Richmond St. W., Toronto.
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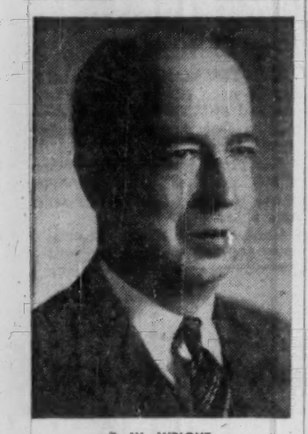

P. W. WRIGHT

The appointment of P. W. Wright as a vice-president of Shawinigan Chemicals Limited has been announced by H. S. Sutherland, president. Mr. Wright, who is also a director of the Company, continues as secretary. He has been with the Shawinigan organization since 1917.

Dividend Changes

AMERICAN GROWTH FUND—Common, 6c payable March 31 to holders of record Mar. 18. Total payable to date in 1959, 6c; total paid to same date in 1958, 5c; total paid in 1958, 28c. Bid: $14.40; Ask: $15.69.

BANK OF NOVA SCOTIA—Common, 55c payable May 1 to holders of record March 31; ex-dividend March 25. Total payable or paid to date in 1959, $1.05; total paid to same date in 1958, $1.00; total paid in 1958, $2.00 plus 20c. Recent price: $72¼.

DOMINION DAIRIES—5% preferred, 44c payable April 15 to holders of record March 31; ex-dividend March 25. First paid since April 14, 1952. Recent price: $8¼.

INTERPROVINCIAL PIPE LINE — Common, 50c payable June 1 to holders of record May 8; ex-dividend May 6. Total payable or paid to date in 1959, 25c; total paid in 1958, $1.40 plus 40c extra. In 1958, company paid on semiannual basis. Recent price: $51¾.

SALADA - SHIRRIFF - HORSEY — New common, 6c payable June 15 to holders of record May 25; ex-dividend May 21. First following 3-for-1 stock split. Recent price: $14¼.

SHAWINIGAN WATER & POWER—Common, 20c payable May 25 to holders of record April 14; ex-dividend April 10. Total payable or paid to date in 1959, 37c; total paid to same date in 1958, 34c; total paid in 1958, 68c. Recent price: $33.50.

UNIVERSAL CONTROLS—Common, 30c plus 10% stock dividend. Payable April 30 to holders of record April 15; ex-dividend April 13. Total declared payable or paid to date in 1959, 55c plus 10% stock dividend. Recent price: $85½.

Shawinigan Seeks Sources To Meet '62 Power Load

MONTREAL (Staff)—Alternative sources of new power, including a thermal generating station, are being studied by **Shawinigan Water & Power Co.** to meet demands by the fall of 1962. (**FP,** Aug. 30.)

Company is also investigating construction of an additional hydro plant on the Upper St. Maurice River, purchase of additional firm power and some combination of these possibilities, President J. A. Fuller told shareholders at midweek.

A decision is expected later this year.

Net income for 1959 will be appreciably less than in 1958 when company earned $13,812,825 or $1.62 a share.

"Factors related to the completion of a large power development such as Beaumont tend to reduce earnings until such time as total output is sold as primary power," Fuller said.

He pointed out that while it cannot be expected that Beaumont's whole output will be sold immediately, it is necessary to provide for depreciation on the new asset and to pay water rentals and taxes as well as interest charges on capital raised to finance the development.

Company expects a 5% increase in 1959 power revenues, not sufficient to offset these additional expenses.

Long-term outlook is optimistic with many new industries being considered in Shawinigan's service area.

With this in mind, Fuller noted, the dividend on company's common shares was increased to 20c for first quarter, payable May 25 to shareholders of record April 14.

This establishes an annual rate of 80c compared with 68c previously.

Capital expenditures in 1959 will be much reduced—slightly over $17 million against $35 million in 1958 and $40 million in 1957. No new financing appears necessary, Fuller said.

Considerably improved results are expected this year for wholly-owned **Shawinigan Chemicals Ltd.** This was foreshadowed by a distinct upturn in its business in the last quarter of 1958.

A. V. Roe Sheds Interest In Algoma Steel

A large syndicate headed by **Wood, Gundy & Co.** has made a secondary distribution of 246,800 npv shares of **Algoma Steel Corp.** at $38¼.

The sale marked the end of the two-year participation by **A. V. Roe Canada Ltd.** in ownership of the Sault Ste. Marie steel complex. Proceeds of $9.1 million will be used for general corporate purposes.

Roe acquired the equivalent of 600,000 Algoma shares at $30 (**FP,** April 20, 1957) from the estate of the late Sir James Dunn. Later it added 46,800 shares.

Last year, Roe sold off 400,000 shares at $32.50 (**FP,** Nov. 15) to improve its cash position. It retained a major stake in the primary steel industry through its 1957 purchase of 77% of the common stock of **Dominion Steel & Coal Corp.**

Algoma Steel is Canada's largest producer of pig iron and coke, and second largest producer of steel ingots.

An expansion program, now nearly complete, is centred on development of new finished products and an increase in steel-making and finishing capacity to 1.6 million tons a year.

Net profit in 1958 was $11,762,618 or $2.05 a share, compared with $14,178,296 or $2.49 in 1957. There are 5,745,080 shares outstanding.

Vickers Cuts Quarter Dividend

MONTREAL (Staff)—**Canadian Vickers Ltd.** has reduced its second quarterly dividend to 15c, down from 25c.

The change was announced this week in Montreal by company's new chairman, Maj. Gen. A. E. Walford.

He blamed the reduced dividend on a decline in business for the whole industry.

Canadian Vickers, he pointed out, has retained its share, proportionately.

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CANADA WIRE APPOINTMENT

J. A. LEDSHAM

J. A. Ledsham has been appointed Credit Manager of Canada Wire and Cable Company Limited, Toronto (Leaside). Mr. Ledsham succeeds Mr. A. L. Irwin who has been appointed Secretary of the Company.

RECORD YEAR FOR UBC

From Our Own Correspondent

VANCOUVER — University of British Columbia faces another record enrolment in 1960. Students this year number 9,950. An anticipated 10% increase in 1960 will boost this to 10,800.

Jamaica Utility Profit Up 31%

MONTREAL (Staff) — **Jamaica Public Service Co.** net income for January was £48,756, up 31.3% from £37,147 in corresponding 1958.

Operating revenues were £170,723 (£155,332) and total operating revenue deductions £99,582 (£95,262).

For the 12 months ended Jan. 31, 1959, net income was £453,969, up 26.4%.

Earnings per common share of **Jamaica Public Service Ltd.** (the parent company) for the 12 months ended Jan. 31, 1959, were $2.71, converted at the rate of $2.73 to £1.

Sicks' Redeeming $4.7 Million Pfd.

MONTREAL (Staff) — **Sick's Breweries Ltd.** has called its 952,000 outstanding 6% preferred shares for redemption May 1.

Payment: $5 per share plus a dividend of 2.5c for the period April 1 to April 20. The shares were issued last September as a stock dividend, tax free in the hands of Canadian shareholders.

An offer by **Molson's Brewery Ltd.** last October was for Sicks' common shares and voting trust certificates only. This offer, extended three times, now expires March 31.

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INVESTMENTS:

Earnings Cost 50% More Than They Did a Year Ago

By PAUL S. DEACON

THE PRICES investors are willing to pay for stocks right now make the reluctant buyers of last April look like real pikers.

Comparing a group of 20 leading stocks, you could have invested an equal amount of money in each of the 20 11 months ago and received an indicated yield of 4.27%. Today, even after some dividend increases here and there, you could get only 3.35% yield in buying the same package.

Eleven months ago, prices paid would have worked out to just under 13 times 1957 earnings. Prices today average more than 18½ times 1958 earnings.

Even with the increase in prices which has occurred since (all 20 stocks have risen), there are many responsible investment analysts who see still better things ahead.

One reason, of course, is that the earnings to which these prices are related are profits of a recession period. Investors are confident that 1959 results will be considerably better. Experience in the last quarter of 1958 has in many instances borne out their optimism about the possibilities.

In other words, the profits on which investors are basing their value measurements are not those for 1958, but the levels they think may be reached in 1959 and 1960.

Another reason is that money is still plentiful. Fixed interest securities have temporarily fallen out of favor because of inflation fears and even though yields on bonds are the most attractive in years, the flow into low-yielding stocks is much more eager.

There are signs, however, that stocks may be losing some of their glitter, even among some of their most ardent friends.

In a study of the portfolio holdings of the leading U. S. college and university endowment funds, the mutual fund Boston Fund revealed this week that 20 out of the 31 compared in a special section of the survey had reduced the proportion of their holdings invested in common stocks.

The endowment funds in the U. S. have been major believers in stocks as a means of maximizing the return from their investment portfolios. The 68 endowment funds studied in the complete survey had $1.7 billion out of total assets of $3.4 billion in common stocks.

This still represents a vote of confidence in stocks. But the reductions made in holdings in the past year, even though small, indicate that the endowment funds are cashing in at least part of their gains.

Observers also point these days to the rise in interest rates and the even higher rates that may prevail if monetary authorities decide to put the lid on the supply of money and credit as recovery strengthens. This will make the gap between bond yields and stock yields even greater, unless dividends rise enough to offset the change.

In the U. S., the Federal Reserve System, which has already hiked margin rates to 90% cash on stock purchases (they are only 50% in Canada), is now preparing to tighten margin rules even further. The new moves are designed to close loopholes under which borrowers were able to make more favorable arrangements with banks, or were able to operate under more generous margins for other reasons.

Stock markets frequently continue to climb even after such tightening processes are instituted. But, sooner or later, the brakes take hold.

That's why a good many investment people would welcome a healthy correction in prices on the downside. If stock prices shoot up much further without a solid recovery in business and earnings to back it up, the effect of the monetary and other brakes going on could bring about a much more precipitous drop in prices than would be necessary or desirable.

The signs of business recovery are plentiful enough. Industrial output in the U. S. is already back to pre-recession levels. Although we haven't achieved an equal recovery here, the U. S. prosperity will undoubtedly spill over.

But profitability of the increase in business is the real key for the stock market. Profits don't always match the sales.

The annual report just issued by one company shows a 10-year comparison of sales, earnings, assets and other key financial measures. Although sales had increased from less than $300 million in 1949 to more than $400 million in 1958, profits had not increased at all. Shareholders are getting 10% more in dividends than they were 10 years ago—probably reflecting a higher rate of cash flow because of higher depreciation—but this is hardly a big reward for a 40% gain in sales and 10 years of expansion.

In the next few weeks, first-quarter earnings figures will provide some of the answers to present investor questions about the value of their stocks.

The comparisons they make with previous first-quarter results should be more with 1956 and 1957 rather than with recession-hit 1958.

Stock prices are in many instances back to the 1956 and 1957 levels. Investors will want to see that earnings are getting back to the levels in those periods too.

Prices 18.5 Times Earnings

	Price per Share Recent $	Price per Share Apr. 30 1958 $	Price/Earnings Recent	Price/Earnings Apr. 30 1958	Yield Recent %	Yield Apr. 30 1958 %
Royal Bank	78	57½	28.0	20.8	2.88	3.65
Bank of Nova Scotia	72¾	56	25.0	21.2	3.30	3.75
Industrial Accept.	37¼	30	10.4	9.8	4.30	4.66
Bell Telephone	40¼	41	18.7	19.1	4.97	4.65
Shawinigan	33¾	25½	20.8	17.2	2.01	2.67
Algoma Steel	38	24¼	18.5	9.8	2.63	4.12
Steel Co. of Canada	75	53	19.8	10.8	2.53	3.58
Abitibi	36	26¼	16.4	9.2	4.72	6.46
Powell River	39	29¾	21.5	16.1	3.85	4.54
Cdn. Celanese	21	14	17.9	11.6	4.29	6.79
Asbestos	31¼	28	13.6	9.6	5.60	6.25
Dominion Tar	17¼	12½	12.3	10.0	3.48	4.00
Cdn. Breweries	38¾	29½	12.7	8.4	3.87	5.08
Walker-G. & W.	34	27¼	13.4	10.4	4.12	5.14
Dominion Stores	89½	59½	19.9	14.6	1.40	2.10
Simpsons	36	19	23.5	15.7	1.67	2.63
Imperial Oil	44	40¼	27.3	17.6	2.73	2.98
Aluminium	28	26½	37.8	19.3	2.50	2.64
Noranda Mines	55½	38½	26.4	14.5	3.60	5.20
Argus Corp.	39¼	17¾	28.4	11.8	2.54	4.50
20 stocks' average			**18.6**	**12.7**	**3.35**	**4.27**

Stock Held by Mines Here Key in U.S. Proxy Fight?

MONTREAL (Staff) — Interests connected with three associated Canadian mining companies are leading a proxy fight for control of **Philip Carey Manufacturing Co.**, big U. S. building materials producer.

A key issue: Should Philip Carey's East Broughton, Que., asbestos mill increase its production?

The three non-operating companies are **Thompson-Lundmark Gold Mines, Quebec Cobalt & Exploration Ltd.** and **Delhi Consolidated Nickel Mines.**

Their investment holdings are concentrated largely in the iron ore field. But the three companies also hold stock in Philip Carey. (3,000 shares were held by Thompson-Lundmark at June 30, 1958 and undisclosed amounts by the other two.)

The dissident group — headed by Robert D. Hoffman, James J. Harris, Lendall P. Warriner and Hewitt S. West, Jr., holders of 8,130 of company's outstanding 850,376 shares — claim the company does not derive "maximum benefit" from its asbestos deposits. (Mr. Hoffman is a director of the three Canadian mining firms.)

They urge higher production "to take advantage of the three-year tax free period in Canada" and to "obtain the highest possible return" on company's East Broughton investment.

John W. Humphrey, president of Philip Carey, said production is 2,200 tons a day.

"Between 50% and 55% of dollar value of production is used by Philip Carey," he said. "The remainder is available for sale."

Company makes asbestos building materials and has striven to maintain a balance between the fibres it uses and its outside sales.

The mill at East Broughton was designed ultimately to handle 3,500 tons a day, but "there is no reason why production should be increased now."

The market is glutted and Philip Carey would only be contributing to a further oversupply, Humphrey contends.

Another factor is Soviet competition in Western Europe. Last year, it is understood, more Iron Curtain fibre was sold in Western Europe than Canadian fibre.

France purchased 31,000 tons from Russia, about the same amount it was purchasing from Canada seven years ago.

Hoffman and Warriner, two of the dissidents are mining engineers and geologists. They say their experience would help develop East Broughton deposits which are "of major significance" and would improve company's sales policies.

Cyanamid Converts To Formica

MONTREAL (Staff)—**Cyanamid of Canada Ltd.** will spend more than $1.5 million to convert its plant at St. Jean, Que., for production of formica laminated plastics.

Floor space, 70,000 sq. ft., will be increased more than 50% to accommodate new machinery. Some present equipment will be altered.

Company now is importing a semifinished product from **Formica Corp.**, a subsidiary of the parent U. S. corporation, for completion at the plant, purchased last August from **St. Regis Paper (Canada) Ltd.**

Built in 1950, on sufficient land to permit the present expansion, it housed St. Regis' Panelyte division. Cyanamid of Canada will continue to produce Panelyte.

Brazilian Traction 1958 Sales Rise

Demand for most services of **Brazilian Traction, Light & Power Co.** increased during 1958. Here are preliminary figures:

—Electric light and power sales rose 12.4% to 7,813 million kwh, from 6,949 million kwh in 1957.

—Sales of gas climbed 0.2% to 11,424 million cu ft. from 11,402 million cu. ft.

—Number of telephones in service at year-end was 729,857, up 4.4% from 698,974 a year earlier.

—Tramways carried 434.3 million revenue passengers, down 2.9% from 447.2 million in 1957.

114 Stocks Yield Averages 3.96%

The average yield on 114 dividend-paying stocks on the Toronto Stock Exchange, as compiled by **Moss, Lawson & Co.**, on the prices of Mar. 23, was 3.96%, up .04% from the previous week. The current yield compares with 3.98% one month ago and 5.09% in the corresponding week last year.

Here is the yield by the various groups:

	Mar. 23 %	Week Ago %	Month Ago %	Year Ago %
Common	3.57	3.52	3.62	4.71
Pfd. & A	4.74	4.74	4.70	5.07
Mining	4.60	4.53	4.56	6.33
Banks	3.00	2.99	3.10	3.90

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Sobeys Stores To Issue Stock

MONTREAL (Staff) — First public stock offering of **Sobeys Stores Ltd.** — a Nova Scotia-based food chain — is expected to be made shortly by **Wood, Gundy & Co.** and **Eastern Securities Co.**

The offering will comprise 125,000 Class A npv shares and will be priced at $17 per share, **FP** understands.

Of the issue, 75,000 shares represent new financing. The remaining 50,000 shares are being purchased from present Sobeys shareholders.

Proceeds accruing to the company will be used to retire 14,750 5% cumulative participating redeemable preferred shares ($20 par) including accrued dividends. This will require $318,761.

Balance is for general corporate purposes.

For the 39 weeks ended Feb. 2, 1959, Sobeys' net profit was $204,053 or 64c per Class A share. This compares with a net profit of $205,759 in the full year ended May 5, 1958.

Company operates 17 supermarkets and five food stores in the Maritimes. One additional supermarket is under construction and three more are planned this year.

After giving effect to the issue, authorized capitalization will comprise 375,000 Class A shares, of which 234,000 will be outstanding, and 250,000 Class B shares (npv) of which 106,000 will be outstanding.

The Class A and B shares rank equally except that Class A shares do not vote.

Sobeys' outstanding funded debt at Feb. 2, 1959 comprised: $225,000 5½% sinking fund debentures Series A due 1968; $440,000 5% sinking fund debentures Series B due 1972; $445,000 4¾% sinking fund debentures Series C due 1975; and $727,000 6% sinking fund debentures Series D due 1977.

KERNAGHAN & CO. LIMITED
Investment Securities
Metropolitan Toronto 5¼% — Due March 2nd, 1979.
Price 98.50 to yield 5.37%
2nd Floor, 67 Richmond St. W. TORONTO
EM. 4-4256 EM. 8-3871

United Telefilms In Record Field

A new subsidiary, **United Telerecords Inc.**, has been established by **United Telefilms Ltd.** of Toronto and Morty Croft, a former officer of two leading U. S. record companies. United Telefilms owns 85% of its stock.

Records will be pressed in New York, under the Telefilm and Warwick labels. They will be distributed in both Canada and the U. S.

United Telefilms earned $346,423 or 9c a share in the year ended Jan. 31, 1959.

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Are You Investing for Growth?

Many investors confuse the fact that a "growth" stock may also be a "blue chip". Some of Canada's leading "growth" companies are among its largest and most solidly established. Such companies are keeping pace with Canada's substantial growth.

The prudent investor knows that it pays to reappraise his investment policy periodically. He can often learn a great deal from a thorough analysis, and perhaps reset his sights on the most efficient use of his capital.

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Can't Afford to Skimp Here

It isn't often that a civil servant finds a Parliamentary committee full of suggestions for future increases in an item of departmental spending.

This happened to Dr. W. E. van Steenburgh, director-general of scientific services of the Mines Department. He was defending his estimates before the Mines Committee of the Commons.

The item: $569,900 to send 15 men to make geological, oceanographic and other studies of our polar continental shelf this spring and summer. This is the first of a series of annual expeditions.

The shelf extends in a ribbon 50 to 200 miles wide north of the Canadian mainland and Arctic islands, from Alaska to Greenland. Under international law, we have rights to any minerals found there; and since the geological structures are continuations of those in our (presumably) oil-rich Arctic islands, and since the area of the shelf is about one seventh that of Canada itself, these rights should have enormous significance for our future national income. We should also know about the shelf because submarines armed with nuclear weapons could attack us from the north.

Russia and the U. S. are ahead of us in exploration here. Russian scientists have made several hundred landings on the ice between our islands and the North Pole. U. S. submarines have been active under the ice. Ironically, the very maps of the shelf which the Canadian expedition will use are based on Russian, not Canadian, data.

One member of the Mines Committee told Dr. van Steenburgh: "The department doesn't need to worry about the country having a sympathetic attitude toward stepping up this important work." Another, speaking for the full committee, said: "There is an urgent need, scientific, military and commercial, that this program of polar research be accelerated in every possible fashion." All Canadians will agree with these views.

This Sign is Promising

There's one convenient business-recovery signal that bears watching: the number and tone of the help-wanted advertisements appearing in this and other business newspapers.

When the business outlook is uncertain or gloomy, these advertisements are few in number and tend to be dominated by "experienced executive seeks re-location" or "promising junior executive wants challenging opportunity."

Once recovery is in the air, though — and long before the upturn actually occurs — the pages fill up with specific requests for the services of highly skilled professional and administrative help.

There's a good reason why this signal should "lead" the recovery signs, of course: before expansion can get under way, before new ventures can be undertaken — in short, before business can place its bets on recovery — the right people must be found to take care of the key jobs. Only after that can a general expansion of employment take place.

Right now, there's an encouraging air of activity and expectation about the market for executive and professional help. There's a suggestion of a shift in emphasis, perhaps; during the boom, engineering and scientific personnel seemed most in demand; now, marketing and financial executives are eagerly sought.

A Practical Offer

"Let us endow a university chair for the study of land economics," Murray Bosley has suggested to his fellow members of the Toronto Real Estate Board. "This is surely one of the things that we can do that will add to the public knowledge and to our stature in the public eye," says the Toronto real estate man.

That looks like an extremely sound and practical offer.

Until very recently, as Mr. Bosley points out, we have gone ahead in Canada expanding our urban areas, highways, air fields and other space-consuming projects, with little care as to whether we were making the best use of the land already taken over, especially the run-down centres of some of our larger cities. Now we are beginning to hear much about this problem, but unfortunately not always from disinterested or competent sources. It is highly important, as Mr. Bosley argues, "that we have some qualified authority, quite outside the political sphere, make exhaustive and wide studies of this problem and reach conclusions free from economic or political bias."

Let's See This Report

What's holding up the report on the Canadian tourist industry?

Sponsored jointly by federal and provincial governments, transportation companies and the Canadian Tourist Association, and prepared at a cost of $40,000, it was supposed to have been released months ago. But it has been repeatedly put off. Now comes the announcement that "the report will not be made public at this time," which is merely another way of saying it has been postponed indefinitely.

There are sections of this lengthy report that probably will remain confidential since they affect only a few parties — those who ordered and paid for the enquiry.

But there are other sections — particularly the opinion survey — which could well be of interest and use to the general public. Although no series of questions put before a small proportion of the population can ever be considered completely conclusive, this survey could be especially helpful in tailoring advertising and promotion to meet the needs and demands of the modern traveler. And in this respect it is not just the big advertisers — governments and transportation companies — who need some guidance. Local boards of trade and other associations promoting travel could benefit.

Too much Canadian travel promotion has been devoted almost entirely to our "beautiful scenery" of which Canada has no monopoly.

Not Just a Matter of Style

Ten years ago almost every industrial product used in Canada was designed in another country, very often the United States. Now, thanks largely to such bodies as the National Industrial Design Council, that situation has changed radically as more and more Canadian manufacturers have come to realize that merely copying some other country's article was not good enough for themselves, their customers or Canada's economy.

Design is not just a matter of style or looks, as Citizenship Minister Fairclough pointed out at the 1959 awards presentation of the National Industrial Design Council in Toronto this week.

"Good industrial design policy is one that which takes into consideration not only the choice of raw materials, the production of the article, the packaging and the shipping but in addition beauty and function." In other words, it is a policy that makes best use of Canadian workmanship and materials as well as appealing to the Canadian market and meeting Canadian conditions.

As Mrs. Fairclough further stressed, because of our abundant and varied raw materials, the Canadian industrial designer can make a significant contribution to the national economy.

"The small population of this country, the enormous distances between population centres, climatic conditions, are all factors which challenge the designer to seek solutions which are original and exciting if Canada is to forge ahead and take her place in the industrial age."

Filling Construction Gaps

There's good reason to be pleased at the shape of the construction and machinery spending picture for 1959. It shows that the Canadian economy is likely to fill in some gaps that appeared, inevitably, during the resource development boom.

Spending by municipalities on construction alone is expected to rise from $715.5 million last year, to $800 million in 1959. Translated, this means considerable progress in providing sewers, roads, water pipes and other necessities that have lagged behind housing. On machinery and equipment, municipalities plan to spend $123.7 million instead of $120.1 million — a modest rise, but it indicates that municipalities will move farther away from the horse-and-buggy stage of organization.

Local tax rates will not necessarily rise as a result of these expenditures. The construction spending broadens the municipality's tax base by building up the supply of taxable serviced land. The machinery and equipment should help raise the productivity of civic employees.

Gap-filling appears in the private sector as well. It takes the form, chiefly, of furnishing more means for Canadians to buy the goods other Canadians are producing: more supermarkets, more commercial buildings of all types. This type of spending can be particularly useful in creating jobs, both directly, in the construction industry, and indirectly through opening up more channels for domestic trade.

Fewer and Larger

Official statistics now confirm the sweeping adjustment that has been taking place in Canadian agriculture. Since the end of the war there has been a sharp reduction in the number of farms and a very substantial increase in the size of the individual farm.

With large-scale mechanization, acreages operated per farmer are much bigger than they used to be and that trend is gaining both in the east and west. Just how fast is indicated by detailed reports now emerging from the last census. These show between 1951 and 1956 an 8% drop in the total number of farms operated in Canada and more than an 8% gain in the average size of farms operated.

The average size of the farm now in all Canada is slightly over 300 acres, the average for the Prairie Provinces almost 550 acres, the average for the six eastern provinces almost 135 acres. Twenty-five years ago the figure would have been only about half that for the west and perhaps only 75% as much for Eastern Canada.

Fewer farmers and larger farms are not going to solve all our rural problems by any means. But they should help in meeting a major one. This is raising the cash income of the individual farmer without raising the cost of production. With more land, more equipment and capital, there will be more incentive and scope for the man who regards farming as a highly complicated business venture, which it is, and less encouragement for the incompetent.

Lord Waverley

Canadian businessmen and others who knew the late Lord Waverley, previously Sir John Anderson, may be able to help his biographer.

Lord Waverley, who was once chancellor of the exchequer and held other high offices in Britain, had Canadian business connections. He was a director of the CPR, the Hudson's Bay Company and Imperial Chemical Industries. He was also interested in the Yukon and made journeys there.

John Wheeler-Bennett, author of the recently published official biography of King George VI, has now undertaken to write Lord Waverley's life. He would welcome recollections and anecdotes, and also letters from Lord Waverley, which will be copied and returned. Mr. Wheeler-Bennett's address is Garsington Manor, Garsington, near Oxford, England.

The Ultimate Pause

For years town planners have been warning that some day, in one of our big cities, traffic will come to a full and final stop for the simple reason that the streets will be jammed tight with cars. That nightmare hasn't happened yet but in one U. S. city it could happen — Los Angeles.

In that playground of movie stars and smog there are now 1.5 million passenger cars registered, plus buses and trucks. If all these came out of their garages, car ports and parking lots at the same time, they would, at 20 feet of roadway for each, completely fill all the streets. When the traffic lights turned green, nothing would happen because there would be no room to move.

And Los Angeles, it should be remembered, boasts more "super through" highways than any other city on earth.

Post Scripts

Heads Oil Group

New chairman of the board of governors of the Canadian Petroleum Association is Edmund C. "Ned" Babson, 51, manager, Canadian division, Union Oil Company of California, in Calgary. Babson is familiar with the problems of the oil and gas industry on both sides of the border. Of his new position he says: "It will be the CPA's job to continue to co-operate with the various governmental bodies in matters affecting our industry."

Babson was born in Los Angeles, California, and when four years old, moved to Portland, Oregon where his parents still live. After completing his primary and secondary education, he graduated in engineering from Stanford University in 1932. During the summers he worked as boys' camp leader and did a stint as a member of an engineering survey with Southern Pacific Railroad. A Stanford professor's enthusiasm aroused Babson to continue his interest in metallurgy and following two years of post-graduate work he obtained a degree in that specialty.

"The depression was at its peak then and jobs were tough to get despite the fact that I must have written about 60 letters of applications," Babson said. He finally obtained a job of research chemist with Union Oil at Wilmington, Calif. With the exception of three periods, he has been with the firm ever since. Before

MR. BABSON

moving to Calgary in 1951, he had served as production engineer, production foreman and assistant chief petroleum engineer at company's five different California points.

During World War II he served U. S. Petroleum Administration.

Babson is a member of the Ranchmen's Club, the Senior Chamber of Commerce, the Petroleum Club, the Golf and Country Club, all in Calgary; and the Canadian Institute of Mining and Metallurgy.

His hobbies are skiing in the Canadian Rockies, hiking, reading, and watching football and hockey games. He also plays the piano.

He is married to the former Ruth Leiter of Portland. They have a daughter and two sons, and one grandchild.

MR. MULHOLLAND

B of M's New GM

Robert David Mulholland — known to his associates as Pete — brings a deep reservoir of experience to his new position as general manager of the Bank of Montreal. A man who makes decisions quickly, Mulholland joined the bank at Peterborough, Ont., in 1923 and was deputy general manager when he assumed his new job last week, succeeding G. Arnold Hart. At that time Hart became president, filling the vacancy created by the death of Gordon R. Ball.

Born in Peterborough in 1904, Mulholland was educated at Trinity College School in Port Hope, and the Peterborough Collegiate Institute.

An avid athlete in his youth, he was captain of scholastic hockey and cricket teams. He acquired sufficient proficiency on ice to play later for the Peterborough junior team in the Ontario Amateur Hockey Association. When the Bank of Montreal sent him to London early in his career, he played for the "all-England" squad in international competition.

Today his athletic interests are confined to his membership in the Royal Montreal Golf Club — his handicap, he says, is a deep, dark secret — and to the Laurentian slopes where he skis on winter weekends.

He is a member of the Canadian Club, the Mount Royal Club and St. James's Club in Montreal, the Toronto Club and the York Club in Toronto and the Rideau Club in Ottawa. He is a life governor of Montreal General Hospital and a governor of Trinity College School.

Early in World War II, Mulholland joined McGill University contingent of Canadian Officers Training Corps and served for a year with the 2nd Montreal Regiment, Royal Canadian Artillery. He went on active service in September, 1941, later served with rank of captain at the Staff College, Kingston.

Later promoted to the rank of major, he served overseas as a deputy assistant quartermaster-general and as administrative officer at No. 5 Canadian Repatriation Depot.

His first postwar appointment with the B of M was in the Quebec credit department. In 1946 he went to Vancouver as an assistant manager of the bank's main office there. Two years later he became manager of the main branch in Victoria, in 1951 manager of the bank's main Ottawa office.

In 1953 Mulholland moved to Montreal as manager of the main office there and became an assistant general manager in charge of the Ontario Division, remaining there until last June when he returned to Montreal to be deputy general manager.

Mulholland was married in 1935 to Jean Somerset Aikins. They have two sons and a daughter.

• • •

MR. HOOKER

Coal Booster

New president of the Bituminous Coal Institute of Canada is Edwin R. K. Hooker, vice-president and western manager of Rochester and Pittsburgh Coal Co. (Canada) Ltd. Hooker is a coal enthusiast from away back and is confident that his fuel can meet any challenge in the competitive field facing it today.

"But we must educate the public away from the old idea of hand shoveling", he says. "The industry must stress the fact that with modern equipment and processing coal can be handled and fired completely automatically."

The new president of BCI was born (1904) and raised in Toronto and has lived in the west end of that city most of his life. He started his business career with Canada Packers then switched to the Canadian National Railways where he first became interested in coal. His next move was to the Buffalo, Rochester and Pittsburgh Railway (now B&O) and from there he was transferred to his present company in Toronto in 1928. Successively he has moved up from Toronto district-manager, western manager and assistant to the president, to his present post.

He is a member of St. George's Golf & Country Club, Transportation Club, Rotary, Marine Club, and Peiromai Club of Toronto, also High Park Avenue United Church in which he takes an active part. He is keenly interested in scouting and public speaking. His recreations are golf and photography.

The Hooker family consists of three sons and one daughter.

What Others Are Saying

They're Human Beings

Montreal Star

The maddening thing about it is that those who plan the (Royal) tours can't possibly be unaware of the criticism of their pomposity. There were some heated remarks made about Edward's 1919 and 1927 tours. In 1939 many Canadians were outraged at the strain imposed on King George VI and Queen Elizabeth, and said so very loudly. Again in 1951 and in 1957, the Queen and Prince Philip were allowed to exhaust themselves behind an official barrier of striped trousers.

From all accounts, the same thing will happen again unless officialdom wakes up to the fact that Royal visitors are human beings, not robots.

A LOT OF OUR COUNTRY has been given away as a bonus to foreign capital and very few seem to care, declares the **Campbell River (B. C.) Courier.** "We are political infants with outstretched hands forever demanding but with too little thought for the future, that is, the future of our country."

CANADA CANNOT ENTERTAIN the idea of subsidizing wheat exports, declares the **Guelph Mercury.** "Such a policy would virtually embroil this country in a subsidy war with the United States. We might continue for a while, but would soon find that our capacity to subsidize would be exhausted. The unescapable truth is that financial resources of the United States far outweigh our own, and we would embark on a subsidy war with the United States only at our own peril."

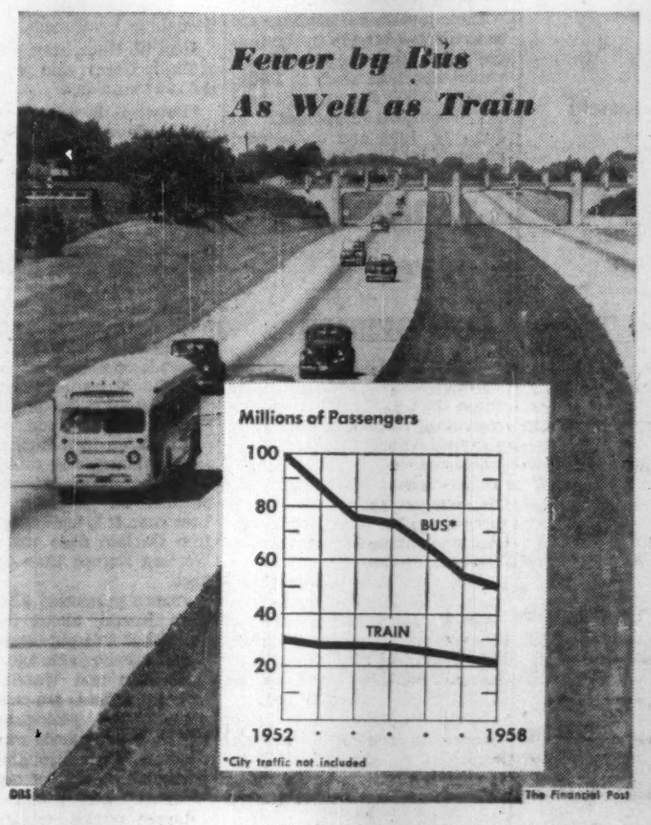
DESPITE GOOD CATCHES of its famous salmon last year, New Brunswick sources are threatened, warns the **Fredericton Gleaner.** "The enemies of the salmon in this province, now that the budworm spraying campaign is over, can be narrowed down to pollution and improper catching practices. Both can be fought and controlled, but only if we immediately realize how dangerous they are, and how insidiously they are creeping up on us."

HIGHLY CRITICAL of the proposal to carry cattle on a tourist ship running between Nova Scotia and New England, is the **Halifax Chronicle-Herald.** "An export trade is desirable, of course, but never at the expense of tourists from whom enough complaints are heard without adding those inherent in a seagoing barn. If the question, as it appears to be, is one of tourists or cattle, then we must insist that preference be given to tourists."

THERE'S TOUGHER competition coming up for Canada in the export field, warns the **Edmonton Journal.** "The more one looks at this situation, as it is now developing, the more it becomes apparent that Canada cannot afford to continue raising her cost structure. If there are to be further increases in our material standard of living, they must be founded on increases in productivity that prevent costs and prices from rising."

THE FACT IS that many people do drink and the governments make a handsome profit out of them, declares the **Kentville (N.S.) Advertiser.** Yet "he who drinks is treated as a second-class citizen until it comes time to pay taxes. Then he is a first-class target."

TRAVEL



Napier Moore's Scratch Pad

AS PART OF A PLAN to make life more pleasant for British telephone users, the Postmaster-General, Mr. Marples, recently issued a directive instructing operators to inject into their voices more of the human touch.

After a five weeks' stay in England I can report that Mr. Marples' scheme is working.

In Truro, Cornwall, an operator named Dorothy Egerton found that it paid to be pleasant. A town butcher was so charmed by her friendly voice that he sent her a pound of sausages.

• • • •

A NIGHT OR TWO BEFORE leaving England I got into conversation with a military man who was present at what he described as the Bisley Bungle.

In the Canadian mind, Bisley, Surrey, is usually associated with the crack rifle shooting tournaments which bear its name. But there are other events. For instance, annual Combined Hunts Ball. The Bisley Foxhounds, the Chiddingfold Farmers' Hunt, the Sandhurst Foxhounds and the Draghounds of the Camberley Military Staff College join together for what is quite a swell affair, with a lot of the men in hunting pink and the ladies in ravishing gowns.

On this year's big night, 300 people waited and waited for the dance band to show up. It didn't. Its non-appearance was not due to fog or other weather conditions. The horrifying fact was that nobody had ordered a band.

The custom is to divide the organization responsibilities among the hunts concerned. Each one thought that the other had attended to the hiring of an orchestra. A fine kettle of fish.

Combined telephone operations failed to produce musicians but did obtain from local dwellers a gramophone and dance records.

Then, around midnight, somebody remembered that the publican of the Four Horseshoes at Burrow Hill, a Mr. George Crawley, was a pretty good pianist. A telephone call got George out of bed. He took his wife to the ball and played the piano for a couple of hours.

My informant said that at first things were a bit sticky and the chaps, old boy, were in a frightful stew. But the sporting spirit triumphed and a very jolly time was had by all.

• • •

PREMIER MACMILLAN AND I left London Airport the same night. The times of departure were different, so I didn't see him. The porter who carried in my bags said, "Mac's going off tonight. Wonder what sort of hat he'll be wearing when he meets Ike." I met an airport officer who'd been tremendously busy with arrangements for the transport of the Prime Minister and his party to Ottawa and Washington. He said, "I'm wondering what sort of hat Mac will spring when he lands in Washington."

Which was indicative of the impact made on the British public by that tall, white fur hat Mr. Macmillan wore on his visit to Russia. It has become the joy of the newspaper cartoonists. It is almost symbolic as the hats and cigar of Winston Churchill. Who knows, it might even be an election winner. For it has caught the public fancy.

The big question is when will Macmillan go to the country. Many of his supporters hope he will wait the full term. But not a few Conservative Party organizers are praying he will cash in on his undoubted popularity and do it in May (he himself has given no clue) and that on April 7 Chancellor Heathcote Amory will cinch matters with a tax-reducing budget. In the Sunday Express, Bernard Harris has suggested that it would be a open strike were the Chancellor to provide for repayment of Postwar Credits. The amount owing after 14 years is something like $1,293 million. The credits were frozen to avoid inflation and eight million people have just about abandoned hope of ever having their certificates redeemed.

Incidentally, I am told that Sir Winston Churchill intends to fight for his constituency whenever the election comes. If he does, it will be his 22nd election — an unparalleled record.

Stop Me If . . .

A lady about 40, went to her doctor the other day. "I just don't know," she said. "I just don't feel too well when I get up in the morning."

Said the doctor: "Who does?"

• • • •

In a heavy fog off Newfoundland, a ship collided with a fishing boat. No real damage was done, but as the offending ship tried to back off, it banged into the boat again. The captain of the ship was afraid he might have done some damage with the second blow. "Can you stay afloat?" he shouted through a megaphone, to the floundering victim.

"I guess so," called back the skipper of the boat. "You want to try again?"

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Could Canada Be Neutral?

12 Years of Cold War Have Brought Us to a Perilous Situation . . .

By J. B. McGEACHY

Should Canada abandon defence spending? Should we consider adopting a policy of neutrality, like India or Austria, in the cold war?

The mere fact that these questions can be asked—and they are indeed being asked by intelligent Canadians—suggests a revolution in our national thinking. It's evident that many of us are deeply disturbed by the perilous situation to which 12 years of cold war have brought us.

This is not surprising. The experts tell us, with harrowing diagrams to illustrate our plight, that Canadian cities could be pulverized by H-bombs hurled over the Arctic in ICBMs or lobbed from submarines submerged in Atlantic or Pacific waters.

Why is the Canadian population in this danger of being wiped off the map? It's a fair question. Since Canadians threaten nobody, how can any other nation feel unfriendly toward us?

True, it could be replied, we are not strong enough by ourselves to threaten anyone; but we are firmly allied to one of the two super-powers. Indeed "allied" is much too feeble an expression.

To all intents and purposes Canada is now (let us candidly use the accurate if painful word) a military satellite of the U. S. And by consenting, without a murmur, to the use of our soil to facilitate nuclear assault on the Soviet Union, we make Canada a wholly legitimate target for the Russians in the event of trouble.

This analysis leaves out some of the relevant facts but it is accurate so far as it goes; and it leads naturally to the question: Would we be safer if we were defenceless or neutral or both? In that posture, with neither arms nor allies, could we work more effectively for peace?

I seriously doubt if either unilateral disarmament or neutrality is practical politics for Canada in the world of 1959. By this I simply mean that, even if we had the desire and the will to bring about so dramatic a change in our policy, I am not sure if we could get away with it. We are a small power caught in the middle of a big power struggle which many seem to regard as a life-and-death contest for survival. Sovereignty, protocol and even ordinary manners, if they get in the way, may be brushed aside.

Still, it doesn't seem to be treason to discuss the issue; for it is in fact being discussed in spite of the prevailing opinion that Canada has lost all freedom of choice.

As one writer recently summed up orthodoxy, we are "inescapably bound to the American chariot" and the best we can do is "try to stay in the front seat." Maybe so; but at least it's legitimate to examine the basis of this assumption. There is nothing to be said for numb, dumb acceptance of the existing situation as permanent.

Let it be noted that once a war has started, as many of us remember very well, it's too late for debate on the rights and wrongs of the national policy; public morale won't stand it. But there's no war going on now; and I think Canadian morale is steady enough for an argument on the wisdom or unwisdom of the policy of armament and alliance we embarked upon when we joined, and indeed helped to found, NATO in 1949.

One might begin by remarking that in the 1930s Canada, just like the U. S., was both neutral and defenceless. Quite as isolationist as the Americans, we had no armed forces to speak of and we refused all commitments abroad.

J. B. McGEACHY

"In the two wars against Germany the Americans were neutral for 49.4% of the time. Canadians are under no obligation, merely out of neighborly good feeling, to commit themselves to take part in U. S. wars."

Let us agree that Canadians would rejoice and sing hosannas if, with safety, we could revert to that blissful situation. Ideally, all the nations would be disarmed and a court would settle their disputes. Armed forces, alliances and commitments are not noble and virtuous in themselves but a second-best expedient, justified only if they serve their intended purpose.

But why is it thought impossible for Canada to return to the disarmed neutrality of two decades ago? One reason, I strongly suggest, is the change that has taken place in the American position; and here I refer to recent history.

In September, 1939, when Britain and France declared war on Hitler, we abandoned our "no commitments" slogan and got into the fight. But our neighbors, though they had been the loudest scoffers at "appeasement" in 1938, showed no inclination to join us in this enterprise. In a war that affected us, they were prepared to abstain indefinitely.

Indeed in October, 1939, the 21 American republics, including the U. S., proclaimed their neutrality in a document called the Declaration of Panama, at the same time announcing that there must be no hostilities on the high seas within 300 miles of their shoreline.

So seriously did they take this requirement that they protested jointly at the end of 1939 when British warships chased the German Graf Spee to its demise off Montevideo, Uruguay. To the protest Winston Churchill replied that if the Royal Navy weakened in its job of patrolling the Atlantic, the republics "would soon have many worse worries than the sound of one day's distant cannonade."

The Americans, then, were far from accepting the notion of collective security during either of the wars against Germany. In these combats they were belligerents for just 1,835 days out of 3,633 or 50.6% of the time; they were neutral (though not impartial) for the remaining 49.4%.

I recall these facts only to make the point that Canadians are under no obligation whatever, merely out of neighborly good feeling, to commit themselves to take part in U. S. wars.

It may be replied that goodwill has nothing to do with the case; but I would disagree. "Goodwill" may not be precisely the right word; but certainly a desire to keep in step with Washington, to consider American feelings and to avoid a collision with the U. S. in foreign affairs (take, for example, the case of China) is a factor in determining Canadian policy.

And I suggest, without fear of contradiction, that this is one reason why we are in our present pickle and that one very serious obstacle to defenceless neutrality for Canada is that it would distress the Americans and cause a marked diminution in their love for us.

Indeed, as everyone knows, that is understatement carried to the point of absurdity. If Canada should suddenly decide to withdraw from its military commitments and to expel all American military personnel and equipment from this country (as a neutral would be obliged to do), our neighbors would be far more than merely upset. They might regard our action as so unfriendly as to justify invasion and forcible occupation of our territory.

But they might not. Without doubt hostile, warlike action against Canada would cause intense pain at Washington and do immense damage to the reputation and prestige of the U. S. Thus the question to be explored is whether anything would be gained, for Canadian security or the cause of peace generally, by confronting the U. S. with this dilemma.

If the Americans simply took over and operated military installations here against our will, obviously there would be a very serious net loss to the western alliance—a loss of repute that would injure us all in the remotest corners of Africa and Asia.

But if, as seems more likely, the Americans responded to the Canadian threat by bringing all possible economic and diplomatic pressure to bear upon us, as they would be fully entitled to do in their national interest, beneficial results might ensue.

The Americans might be shocked into awareness of the Canadian position; and the Canadians might be inspired by their own boldness to engage in some overdue bargaining and debate with the neighbors.

Up to date, in our defence arrangements with them, we have been far too sentimental ("hands across the border" and that sort of thing) and not nearly cold-blooded and hard-boiled enough. That was the whole point of my argument that emotion based on past military association does not, or should not, enter into this discussion.

What are the Canadian realities of which the Americans should be made conscious if possible? One reality is that we are not, and could not possibly be, morally or philosophically neutral in any scrap between Washington and Moscow. We are definitely on Washington's side.

But this argument is about military commitments in advance of hostilities; and we might reasonably claim the same right to stay out of a fight as the U. S., though never pro-Hitler, claimed and exercised in 1939-41. True, we signed away this right by joining NATO; but treaty obligations can be renegotiated when they lead to a wrong result.

NATO has apparently been effective in checking the expansion of Russian power in Europe; but the Canadian-American entanglement has led, by slow degrees, to a situation in the Arctic that doesn't strike Canadians as an example of reasonable collective security. It looks to them more like organized collective INsecurity. Being threatened with nuclear bombs from our own Arctic frontier was not what we bargained for when NATO was negotiated ten years ago.

It may be replied that this risk is one of the facts of present-day life, not to be blamed on the Americans, and that the advance of technology has made neutralism impossible for a country in Canada's geographical position. A North American nation might stay out of European squabbles, it may be argued, when the severest attack anyone could launch was by medium-range bombers carrying old-fashioned knick-knacks like five-ton bombs; but how could Canada, placed between the two combatants, be neutral in a war that may be fought with H-bombs propelled over oceans and continents, scattering fallout in their wake?

This argument, though formidable, is not wholly convincing. It is one thing to be exposed accidentally to fall-out and the dropping of bombs in the wrong country; it is quite another thing to invite deliberate attack by close-knit alliance with a nuclear power. Switzerland, Austria and India (to mention only three) would all be vulnerable, in greater or less degree, to the accidents of a nuclear war. They are all neutral.

But surely, it will be objected at this point, Canadians would be vitally interested in American victory and survival in a Russo-American atomic war. Certainly we would; but there's a widespread belief that if the Russians and Americans ever start pasting one another with thermonuclear weapons there will be no survivors in either camp. Would it not be a good idea to arrange that a few Canadians, anywhere from Aklavik to Windsor, should have maybe a 1% chance of living on and restarting the human race in the northern hemisphere?

In short, the case for Canadian neutralism, if you put your mind to it, turns out to be quite persuasive — even though it may be academic. And I have not even mentioned the argument that a neutral North American nation might expect to be useful, and perhaps influential, in composing Russo-American differences. This may be the best reason of all for Canada to set itself up as a one-country "third power."

For the present, however, my only suggestion is that the Canadian ambassador to the U. S. should pick the largest American audience he can find and state the case for Canadian neutrality hypothetically. He could then point out that Canada has sacrificed a position of relative safety and probable usefulness for the sake of American security. He could explain that Canadians are reasonably alarmed by the results of this sacrifice and may have to consider a change of policy—a kind of Canadian disengagement—if the American government does not speedily negotiate some relief of current tensions—in the Arctic, to mention one danger zone only.

I think it can be positively guaranteed that this speech by our ambassador would get attention at Washington.

But whether it is ever delivered or not, the point is that we are in a strong position to bring pressure upon the Americans. Unless this country is merely a "territory" of the U. S. as subservient as any African or Asian colony ever was to a European master, we should be able to fix the terms on which Canada serves the ends of U. S. security.

At the very least these terms should include a due share of defence contracts for Canadian makers, which brings me to a recent proposal that looks like a variant of the one here discussed. This proposal, prompted by the collapse of the Avro-Arrow program, is that Canada should abandon all defence spending and disburse the money as "economic aid," not being in the big power league of countries that can afford a modern arsenal.

If this proposal means simply that the U. S. should take over 100% of the cost and manning of Canadian defence, I don't see that it gets us anywhere. This would be merely a fiscal arrangement with no moral significance; and the effect of it would be to accentuate Canadian subservience. Indeed Canada cannot afford a defence program like the American or the Russian; but 17 million Canadians can produce approximately as much as 17 million Americans—or about twice the population of New England. A division of labor on that basis could be arranged or obtained under pressure.

But if the proposal to abandon defence spending means that Canada should be defenceless and neutral, why, then there's room for an argument. I hope such a debate will take place soon and vehemently. I regard this piece as a preliminary contribution.

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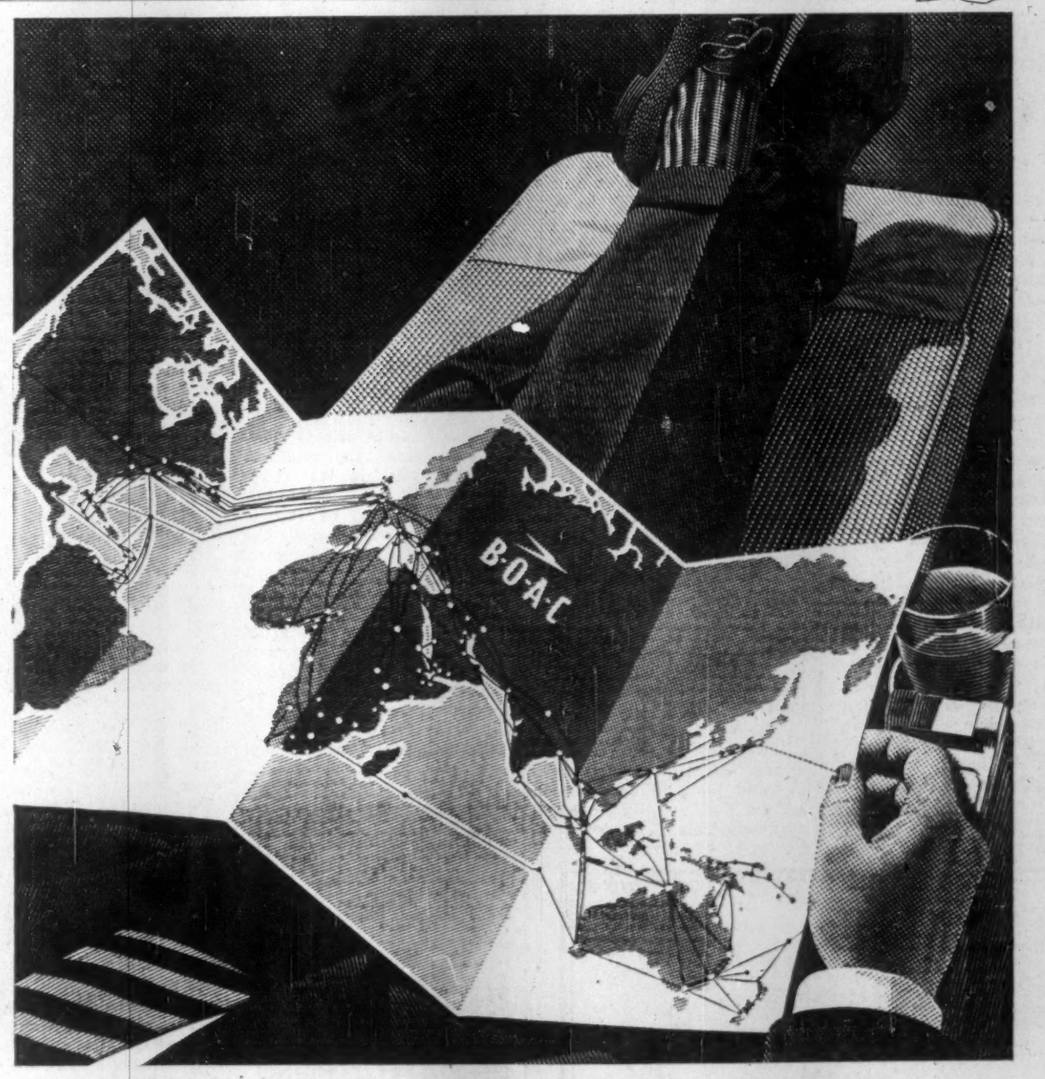

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Watch Insurance In Spring Floods

For many homeowners, this year's spring flooding carries with it an added threat: The damage may not be covered by insurance.

Read the fine print in your policy and check this point with your agent.

If it was issued on or after Jan. 1, 1959, you are not likely to be protected against water damage resulting from backed-up sewers.

This is one of the many hazards Canadian insurance companies have specifically eliminated from extended coverage endorsements on this year's new fire policies (FP, Dec. 27).

Already, in many districts of southern Ontario, suburban sewage systems have been unable to cope with the heavy runoff and domestic waste as well.

Basements have been flooded by the hundreds.

In some places, sewage has actually backed up into sinks and bathtubs.

Outlook for spring floods across the country:

The West generally has had below-normal snowfalls during the latter part of the winter and runoffs will probably be normal.

In Eastern Canada, blanketed with above-normal snowfalls, danger of floods will remain serious over many areas for possibly another month.

Flood forecasts for the Red and Assiniboine Rivers in the Winnipeg area predict no danger this year. This spring's river peaks are expected to stay well below flood levels.

British Columbia has had a normal winter and no real trouble is anticipated.

In Ontario, the danger of floods will last for another three to four weeks.

Thawing and then freezing conditions in the past week have kept the picture favorable so far. A good deal of water has run off during the thaws but return of cooler weather has prevented any build-up of high water.

Ontario government conservation men report the runoff "good" generally in southern Ontario in the past two weeks.

The ideal spring weather to prevent flooding is a slow warmup punctuated with cool spells. A fast warmup means high water. A fast warmup plus very heavy rains spell real trouble.

Such a combination could create very serious flood conditions overnight in many parts of the province.

While snow is disappearing quickly in southern Ontario, there is plenty of it still upcountry.

Areas in southern Ontario which have river systems originating in these heavy snowbelts, such as the Thames and Grand Rivers in western Ontario, are in the greatest danger of flooding if breakup and melting, with, possibly, too much rain, comes too fast.

One area way above normal in snowfall is the Parry Sound-Muskoka region, with one of the heaviest snowfalls on record.

Another area heavily blanketed with snow this year is the region in the lee of Lake Huron and south of Georgian Bay, comprising Huron, Bruce, Grey, Perth counties and the northern parts of Wellington county.

If weather conditions remain favorable, there should be a marked runoff in Ontario during the next three or four weeks, and no trouble.

Quebec authorities are keeping their fingers crossed. The worst flood danger period has passed and only freak weather is now feared.

Above average snowfall was experienced during the winter over the whole province, and prolonged low temperatures have kept the snow level high.

Two weeks ago the situation was considered critical in a number of areas, particularly the flat countryside south of the St. Lawrence River Basin.

A prolonged warm spell then could have caused extensive flooding. That danger is now considered over.

A period of warm, overcast weather during the next week or two could cause serious trouble. There is still an average of 30 in. of snow across the province and ice in the rivers is unusually thick.

Warm days without sun to cause evaporation combined with warm nights and rain is the weather combination that could unleash one of the worst floods in recent years.

The Maritimes and Newfoundland have had above normal snowfalls with consequent danger of floods.

New Brunswick is bracing itself for possible heavy flood damage as one of the hardest winters in many years ends.

Most inland rivers have up to 40 in. of ice and frost has penetrated the ground more than three feet in many parts of the province.

Deep snows remain in the woods. Without a gradual melting and thaw in early April, serious flood conditions could easily develop.

Oil Cuts Chop $25 Million

(CONTINUED FROM P. 1)

designed primarily to meet this import threat and at the same time to permit the further saturation of the Ontario market by Canadian oil.

Actually the combination of lower crude and reduced pipeline tariffs will give western oil quite an advantage over Illinois crude — $3.07 a bbl. as against $3.29 (at Sarnia).

Under the new price set-up Redwater crude is quoted at $2.42 bbl.; Leduc Woodbend, $2.53; Golden Spike, $2.47; Pembina, $2.38; Steelman, Sask., $2.44; Virden, Man., $2.31.

What's Behind Moves in Oil?

Behind the whole oil marketing picture is the increasing hope that before long Washington will remove all oil import restrictions against Canadian oil.

The action could be taken on the grounds:

- Of common hemisphere defence.
- Or through some sort of saw-off deal with Venezuela whereby Ottawa would promise not to shut out Venezuelan oil in the eastern Canadian market in return for Venezuela's promise not to oppose Washington's removal of restrictions against entry of our oil.

Two things are taking shape:

Washington is not likely to grant Canadian oil preferential treatment without Venezuelan agreement to such a move.

At the same time with the pressure for extension of Canadian oil into the big Montreal market, Ottawa is seen in a strong bargaining position to dicker with Venezuela.

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The Outlook

(CONTINUED FROM P. 1)

car loadings which are up 5.3% over a year earlier in the first 10 weeks of 1959.

By contrast: In Canada railway car loadings were still running slightly below a year earlier.

● **Inventories held by U. S. manufacturers expanded in the first weeks of this year—the first such accumulation in 18 months.** This switch from liquidation took longer to develop than expected. But now that U. S. business seems to have cast off caution about the sturdiness of the recovery, a build-up of stocks is likely to gain speed.

By contrast: Though the decline in inventory holdings in Canada probably ended with 1958, it may be some time before any definite signs of accumulation can be seen.

* * *

Most significant of the recent U. S. developments is business' decision to start spending more on new construction and equipment. The predicted increase is slight and it won't give much upward thrust to the economy—but it marks an important turn in business and one that came sooner than expected.

Signs are that some of the buoyancy in the U. S. is already spilling over into Canada: Three big resource development projects initiated in the U. S. are on the books for Canada's Quebec-Labrador area.

Iron Ore Co. of Canada has announced—in the U. S. via Hanna Mining Co.—its decision to push ahead with its second major iron ore mining project in Labrador. Plans call for a mine, a concentrating plant, a power plant and a town site at Carol Lake. Cost: About $150 million to produce by 1962 some 6 million tons annually of high-grade concentrates.

This comes on top of the recent announcement that $250 million will be spent by Quebec Cartier Mining Co., controlled by U. S. Steel Corp. to develop its Mt. Reed property, also in the Quebec-Labrador area. Company is now in the process of awarding contracts for a massive iron ore concentrator and for diesel rail locomotives. (FP, March 14)

Plans are also laid by Wabush Iron Co., owned by Steel Co. of Canada and Pickands, Mather & Co., to do more active investigation on its $250-million iron ore development at nearby Wabush Lake.

In all cases, this spending will be spread over a few years. But it will help fill the gaps in Canada's "big project" line-up left by the completion of the St. Lawrence Seaway projects and by the trans-Canada natural gas pipeline.

Odds are against capital spending staging a repeat performance on the 1955-57 scale. But among Canadian companies such as Steel Co. of Canada there are also signs that a pickup in capital spending can't be far off.

Stelco's outlays in 1959 will be about $32 million and while it's primarily for the completion of existing undertakings, it's about double last year's total. Furthermore, **"substantial capital investments will have to be made in the near future** if the company's position in the Canadian steel industry is to be maintained," says Chairman H. G. Hilton.

* * *

When Canadian business starts to spend more on inventory and new construction, pressure will mount on bank credit.

There are some signs that this too may have begun, although consumers rather than corporate borrowers may be responsible. General bank loans at mid-March were up $300 million over a year before. This contrasts with trends a year ago when such loans showed a slight year-to-year decline.

Current pressures on supplies of short-term money show up in the treasury bill rate: It hit 4.22% last week, well above the "tight money" high of 4.08% in August 1957.

Finance companies have also had to boost the rates they pay on their notes: Interest on 30- to 89-day notes were advanced by three major firms—**Industrial Acceptance Corp., Traders Finance Corp., General Motors Acceptance Corp.**—from 3¾% to 4%; on 90- to 179-day notes from 4% to 4¼%.

Selling Water Could Pay Off

(CONTINUED FROM P. 1)

Thomas area and to any other area in Canada where local water supplies are unreliable and where a substantial body of water is available at not too great a distance.

Here's how the project might be handled by private interests:

▸ **A survey of the whole area** around any proposed reservoir would have to be made to determine its growth potential for people and industry.

▸ **Formation of a private company** which would negotiate with the municipalities concerned.

The company would have to prove that it could handle the project, present facts and figures on the costs to the municipalities and put up at least 25% risk capital.

A public bond issue could handle the rest.

▸ **Other factors** would involve negotiating rights to cross land, etc., and approval by the provincial government.

▸ **An engineering survey** would be one of the first requirements.

A preliminary survey, broad in scope and relatively inexpensive, aimed at bringing the important and obvious factors and problems into focus might cost around $5,000.

▸ **If the prospects were good,** an intensive survey to determine all the factors involved would cost proportionately more.

The job could be done by any one of a number of Canadian consulting engineering firms with experience in hydraulic engineering and related fields.

There's one major difficulty which might make the venture too risky for many Ontario businessmen:

Municipalities in Ontario, under provincial law, can't enter into contracts for too long a period of time. Such an agreement with a private firm would also have to be ratified by a vote of the taxpayers.

One provincial authority expressed doubt that a private firm could build a pipe line and supply raw water more cheaply than the municipalities could themselves.

Against this, George Finley points to the specific case of Trafalgar and Toronto townships:

● **A U. S. engineering firm** has already established that such a scheme is not only feasible but practical.

● **A nationally known investment firm** has given its opinion that there would be no difficulty in financing such a firm.

● **Municipalities** within a 10-mile radius of Milton, site of the suggested artificial lake, could secure a supply of Lake Ontario water cheaply. Where industries are now crowded towards the lake shore, it would be possible to accommodate them farther inland.

● **The necessary artificial lake** could be simply scooped out of the ground or a valley dammed up.

One suggestion:

Real estate men who have connections with large sources of risk capital might undertake the project.

Why not invest such capital in acquisition of sufficient land for a whole new townsite development, throw in enough extra capital to provide water for the townsite and for all the surrounding area which could use water provided on a favorable cost basis?

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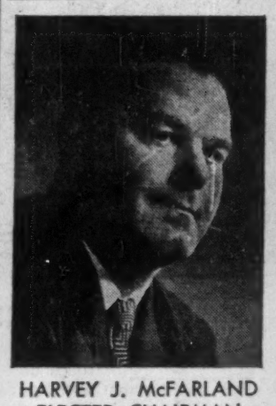

HARVEY J. McFARLAND ELECTED CHAIRMAN

At a meeting, on February 27th in Toronto, the Board of Directors of Chemical Concrete Products of Canada Limited elected Mr. Harvey J. McFarland as Chairman of the Board. Mr. McFarland, who is mayor of Picton, Ontario, is widely known in the Building Construction Industry. Mr. McFarland is the President of McFarland Construction Company Limited. He is also Chairman of the Lake Ontario Portland Cement Company Limited.

Employment Hints 'Tough' Budget Coming

(CONTINUED FROM P. 1)

have been a statistical quirk, there was an exceptional January-February increase of 1,000, the only one recorded by the labor department.

But the maintenance of February employment in 1955 was one of the signs which convinced economists that we were pulling ourselves out of the business slump of the year before.

2. The seasonally adjusted labor figures show a strong upward trend.

These figures, from which seasonal swings are eliminated, are intended to reflect the basic employment picture, though they are still open to some argument.

Through last fall, the basic situation looked ready to deteriorate just as it did in 1957.

One indicator, the seasonally adjusted total of people with jobs outside of agriculture, slid a little more last fall than it did the year before. The drop between July and October last year was 27,000 against 9,000 in 1957.

But this index picked up by 21,000 in November, held steady in December, gained 64,000 in January, 38,000 in February. The year before it had continued to slide from July right through to the following March.

3. The year-to-year gain shown in the February figures is spread over a variety of industries.

The February total of people with jobs is up 152,000 on the total the year before. The January total is up 119,000.

The February breakdowns showing industry-by-industry employment aren't ready yet.

But current trends can be deduced from these year-to-year January figures:

Employment in service industries is up 130,000; in forestry, up 11,000; in construction, up 9,000; in manufacturing, up 3,000.

Year-to-year employment is down only in mining, 31,000.

The service industries show the strongest upward trend, reflecting increased employment in education (new schools in all provinces), hospitals (the result of the federal-provincial hospital plan), in government and in business services.

The manufacturing picture is mixed. Slackness in the manufacture of industrial machinery, railway rolling stock and shipbuilding has been more than canceled out by an upturn in wood and textile products, household appliances and motor vehicles, mainly passenger cars.

The increased strength in construction reflects the government's winter work program under which 32,000 men will earn about $18 million.

4. Employment in agriculture increased in February by 3,000 on the month before. This is unusual, and runs counter to the long-turn trend. For the last five years, there has been an average January-February decline of 16,000 in agricultural employment.

The strength in farm employment was in the prairies. It could be due to more cattle and hog raising.

In February, 608,000 people held jobs in agriculture, exactly the same number as held them a year earlier.

New-Type Cigar Made Here

(CONTINUED FROM P. 1)

tax them accordingly. But in the U. S. the short smokes are presently being taxed as cigars.

According to some reports, however, the U. S. may be planning a ruling that would subject little cigars to the cigarette tax.

Regardless of tax, little cigars appear to be gaining increasing favor with U. S. smokers.

Some observers believe the little cigar's appeal lies in the fact that it is halfway between the cigarette and the cigar. Younger smokers appear to be the principal buyers.

In addition there is the much discussed "health controversy" factor. According to some medical researchers, incidence of cancer among cigar and pipe smokers is lower than among persons who smoke cigarettes.

One Canadian cigarette maker notes the "little cigar" is the cheapest way in which a cigar can be manufactured.

In the U. S. little cigars are offered at prices slightly higher than cigarettes.

The trick lies in using reconstituted tobacco — chopped up tobacco which has been pressed into a thin sheet as the wrapping medium.

In the case of cigars, the wrapper is usually tobacco leaf which is wrapped spirally around the filler and binder.

To date in Canada, there have been a few variations on the little cigar theme but none are big volume sellers.

One type of smoke, produced by a cigarette manufacturer, uses cigar tobacco in a brown paper tube. A cigar maker offers a cigarette-sized cigar employing a regular cigar wrapper construction.

Regular small cigars, such as the pencil-thin cigarrillo shape, have also been appearing on the Canadian market in increasing quantities in recent months.

Cigar sales in general have been good.

In 1958 tax paid cigarette withdrawals at 32,402 million were up 7.5% from the previous year while cigar sales at 323.1 million were 10.4% higher than in 1957.

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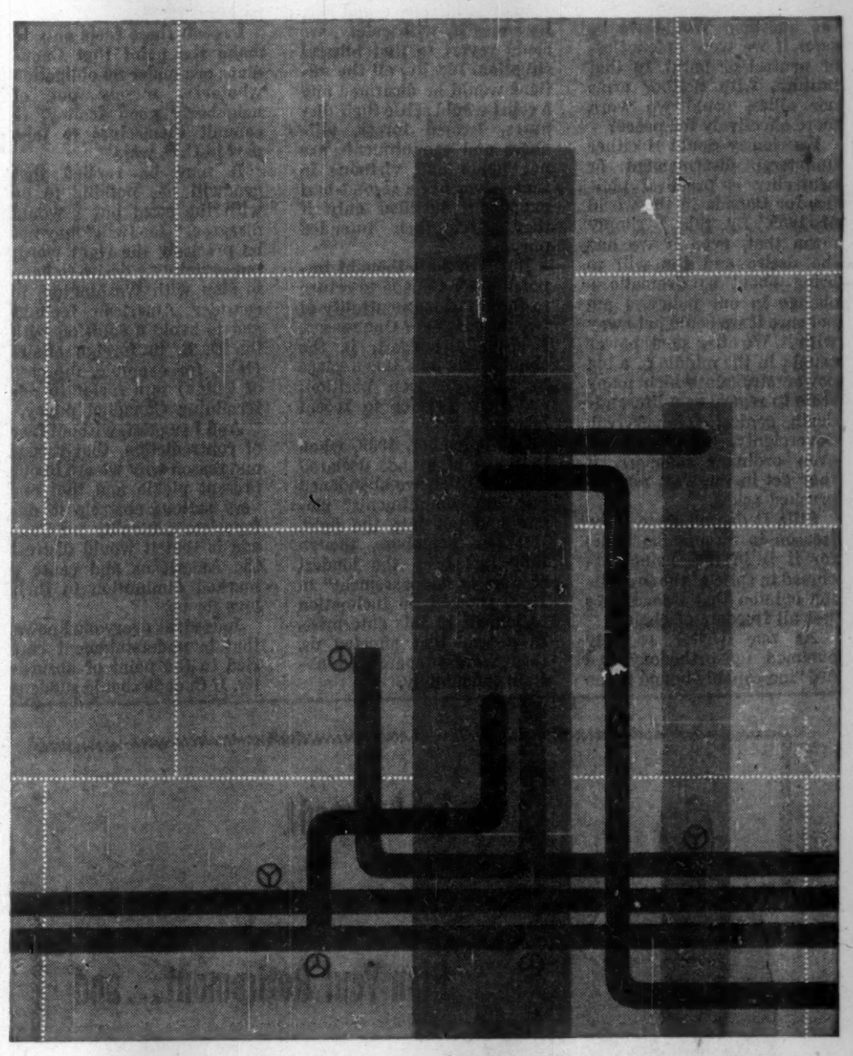
J. G. Campbell, president of Dominion Malting Company Limited, announces the appointment of C. F. Edwards as vice-president and general manager of the company, and D. S. Kaufman as vice-president—production. Mr. Edwards was formerly treasurer of the company and Mr. Kaufman plant superintendent.



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Why not get the details for yourself? For free information on Fluorescent and other types of Lighting and how they can help *you*, write to: CANADIAN WESTINGHOUSE COMPANY LIMITED, LAMP DIVISION, P.O. BOX 1057, DEPARTMENT J, THREE RIVERS, QUEBEC.

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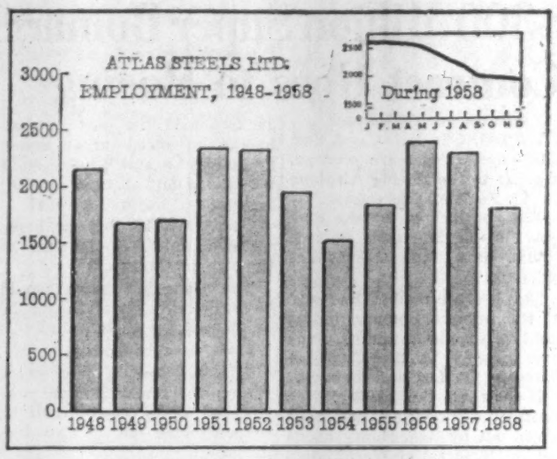


Any Future Here? Atlas Steels Asks

Brief suggests Ottawa look at tariff policies and aid-to-exports programs . . .

- If Canadian manufacturing cannot be assured of an economic climate in which there is some future, investment in additional facilities will not be made.
- Without manufacturing growth, financing in any other field cannot create the necessary employment opportunities to support our growing labor force.

This is the contention of **Atlas Steels Ltd.**, Welland, Ont., in a submission which urged the federal government to implement new tariff policies and aid-to-exports programs.

Atlas, biggest producer of specialty steels in the Commonwealth, comments:

"What is the position of the government concerning industrial growth?

"If the government is content with the present situation which in effect says 'If an industry grows well and good; if it declines and eventually disappears, equally well and good' then industry must make decisions based on this situation."

The point made by Atlas: The character of Canadian imports is checking the growth of Atlas Steels and of Canadian industry generally.

The company points out that Canadian production of machine tools for domestic use was only $7.4 million in 1956 and imports were 6½ times as large as this.

This is a "high wage society." With wages and other employment costs accounting for 30% of Atlas' sales revenues, company claims its export markets are severely limited. Premium on the Canadian dollar doesn't help, it adds.

"Present indications are that the future of Atlas exports from Welland is bleak. (Until recent years exports accounted for 25% of company's production.)

"Since 1957, half the volume and virtually all the profit from export sales have been lost and export will very soon be a negligible portion of total Atlas production. The resulting effect on employment is obvious."

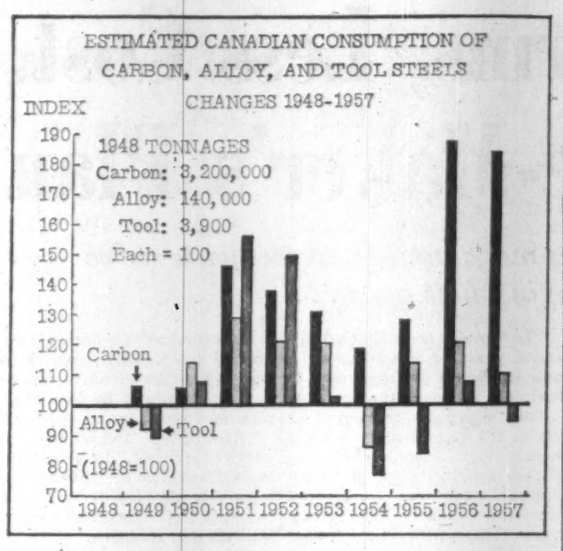
Without changes in tariff policies or assistance in export markets, companies such as Atlas might well liquidate their investments in Canada and reinvest in overseas countries, or by other means become importers to the detriment of Canadian employment, says the company.

If this is to be avoided, the company believes that the Canadian government must take effective and immediate action to develop an over-all trade policy which will keep Canadian industry healthy and Canadian people working.

This is necessary, Atlas points out, because continued expansion of all types of manufacturing in Canada is essential to maintain full employment.

Atlas urged the government to:

- Adjust tariffs in line with developing secondary industry.
- End the unrestricted volume of importing.
- Introduce a "Buy Canadian" policy for purchases by all government agencies.
- Clarify defence policy.
- Offer tax relief on income from export sales.
- Give financing assistance for exports of Canadian-made goods.
- Consider direct government financing of steel production on the pattern of the U. K. Australia, South Africa, Sweden and India, all of which are Canada's competitors at home or abroad.



Young Presidents Get B. C. Chapter

W. Palitti, president of **Shannon Dairies Ltd.**, Vancouver, has been elected chairman of the newly-formed Vancouver chapter of the Young Presidents' Organization.

Other new officers elected from among presidents of Vancouver firms: Vice-chairman, L. Corcorann, **Norwesco Manufacturing Ltd.**; secretary, F. Dietrich, **Dietrich - Collins Equipment Ltd.**; treasurer, G. Dawson, **Dawson, Wade & Co.**

The organization now has 1,400 members in Canada, the U.S., Hawaii, Puerto Rico, Virgin Islands, Cuba and India. Members have all become corporation presidents before the age of 40.

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MONTREAL TORONTO VANCOUVER

Canadian Insurance Group Has 125 Years of Service

"Despite substantial riot claims in Cuba, we came out on the right side of the ledger this year. . . ."

A director and senior officer with the **Western-British America Assurance Group,** an unique Canadian insurance association with roots going back to the reign of King William IV, made this comment to **FP** on the firm's 1958 results. It shows the scope this Canadian organization has reached in its 125 years.

In 1833, in the village then known as "Muddy" York (now Toronto), the 11th parliament of the province of Upper Canada incorporated the British America Fire and Life Assurance Co.

Names of the incorporators, 52 in all, read like a page out of the colony's early history — Baldwin, Boulton, Denison, Ewart, Jarvis, Ketchum, Proudfoot, Rolph and other prominent men including Bishop Strachan.

Business commenced with a paid-up capital of $42,915. Now the companies associated with this oldest of Ontario financial institutions have assets of nearly $68 million.

In its early fight for existence, the company ran into stiff competition from British interests which at that time controlled most of the business of the province.

Directors met weekly and three of them were appointed for daily duty in the company's office the following week to sign policies and pass upon every application received.

Another curious bylaw required the directors to be present at all fires occurring in their district and to use their influence with the firemen to see that the streams of water were directed on properties insured with the company.

In 1851, the **Western Assurance Co.** was incorporated, later to become a major partner in the group. In the 1870s, both companies began setting up agencies in the U. S. Operations were eventually extended to the U. K., continental Europe, the Middle and Far East.

It hasn't always been a "progress" story.

About the turn of the century a series of disastrous fires culminating in the worst of them all, at San Francisco in 1906, faced the companies with heavy claims. After the 1904 fire, which wiped out a large part of downtown Toronto, shareholders of British America and Western voluntarily wrote off a total of $1.5 million in capital stock.

An issue of preferred stock in 1906 enabled the companies to pay 100% indemnity on claims arising out of the California fire and moved the federal finance minister of that day to say that they had "saved the credit of Canada."

Today, the Western - British America Group are the only Canadian fire and casualty insurance companies transacting a world-wide business. Branch offices are maintained in New York, London, Sydney, Cape Town, Calcutta and a new branch was recently opened in Karachi, Pakistan.

Premiums written in all countries amounted to $42.3 million in 1958. Losses incurred during the year came to $24.3 million. Underwriting profit for the year totaled $618,000 compared with a loss of $1.5 million sustained in 1957.

Nova Scotia Bill Sets Tax Rate For Pulp Mill

From Our Own Correspondent

HALIFAX — Premier Stanfield has placed a bill before the legislature fixing taxation on the proposed $40 million pulp mill in the Strait of Canso area, and lands leased from the Crown for mill use.

It provides that the company, **Nova Scotia Pulp Ltd.,** will pay a fixed tax of $100,000 for the first year of operation, increasing by $2,500 annually for a minimum of 20 years and a maximum of 26 years.

The money will go to eight municipalities — Inverness and Victoria (70% initially), Guysboro, St. Mary's, Antigonish, Pictou, Richmond and Cape Breton —where the lands are located.

The bill provides for additional compensation to Inverness — a decreasing transitional grant from the province starting at $14,000 the first year—to compensate for loss of revenue from the **Oxford Paper** lease which is proposed to be licensed to the new company.

Premier Stanfield said introduction of the bill in the legislature "without delay" was necessary if the project were to proceed and the company arrange necessary public financing.

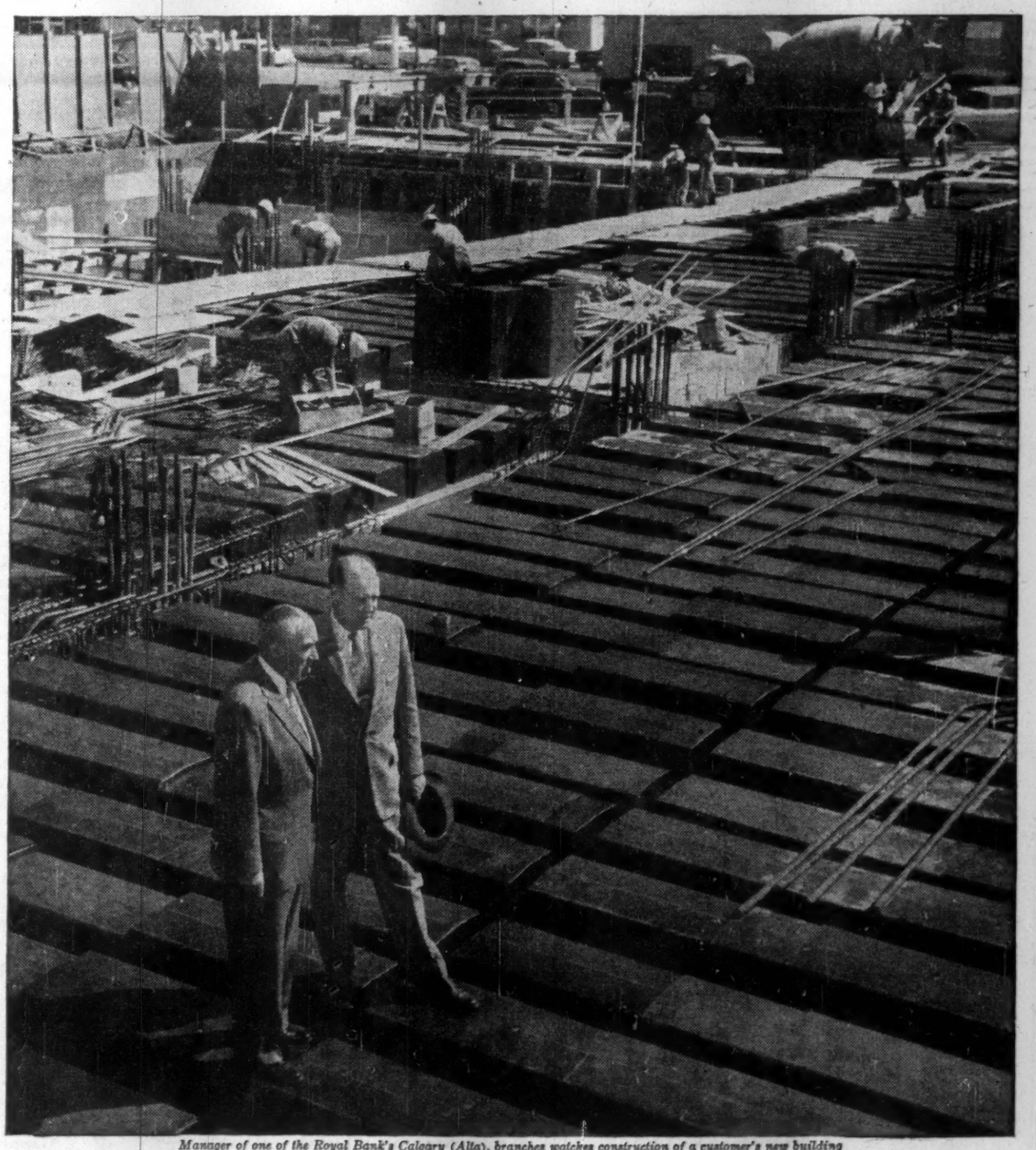
He said the tax arrangement was the final proposal of the company and the "best arrangement we have been able to make."

Foreign Exchange Rates

Noon Value in Canada
Week Ended Mar. 24, 1959

	U.S.$	U.K.£
Wed.	.96 31/32	2.72 12/16
Thurs.	.96 29/32	2.72 10/16
Fri.	.96 28/32	2.72 9/16
Mon.	.96 28/32	2.72 8/16
Tues.	.96 24/32	2.72 3/16
Ave.	.96 28/32	2.72 42/80

U.S. rate reported by Bank of Canada.
U.K. bid rate reported by Toronto-Dominion Bank.



Manager of one of the Royal Bank's Calgary (Alta). branches watches construction of a customer's new building

What's a Banker Doing Here?

The Royal Bank manager (with hat) is getting a ground-floor look at his wheat-pool customer's expansion plans. Such visits won't make him an expert on construction, but they will give him a closer insight into his customer's problems . . . provide a better background for an informed banking service. This habit of seeking information in the field is typical of Royal Bank managers everywhere . . . one reason why the Royal stands so high at home and abroad and why it is Canada's largest bank.

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85 Yonge Street, Toronto 1, Ontario

Bank Staff Changes

Commerce:

H. E. ST. PIERRE, to be accountant, Oxford & Richmond, London, Ont.

R. G. SMITH, formerly assistant accountant, Campbell River, B.C., to be accountant, Prince George, B.C.

J. R. SNELGROVE, accountant, Courtenay, B.C., to be manager, Ucluelet, B.C.

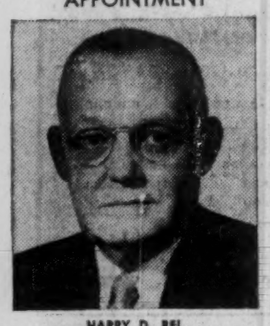
R. T. SPROULE, assistant accountant, Danforth & Coxwell, Toronto, to be an assistant accountant, 199 Yonge St., Toronto.

H. W. TREMAIN, to be accountant, Frederick & Edna Sts., Kitchener, Ont.

J. R. WARD, an assistant accountant, Guelph, Ont., to be an assistant accountant, Ottawa.

ANNOUNCEMENT

CROUSE-HINDS APPOINTMENT



HARRY D. REI

C. F. Graham, Vice-President and General Manager of Crouse-Hinds Company of Canada Limited, has recently announced the appointment of Harry D. Rei as General Sales Manager.

Mr. Rei, who is a member of the Illuminating Engineering Society, and a life member of the Association of Iron & Steel Engineers, assumes his new position with a broad background of sales experience. A Crouse-Hinds employee of long standing, Mr. Rei has served many years at divisional management supervision level.

More Arms, Less Cost, Is Plane-Maker's Plan

We're spending more money on weapons we've got, less for buying new ones . . .

OTTAWA (Staff)—A fundamental change in defence budgetting is being promoted by a California aircraft company.

The firm is trying to sell planes. It also believes it has a sound business idea.

But it would take a complete change of method in defence planning.

Governments would have to plan much farther ahead, stop worrying so much about initial costs, and give far more consideration to the annual cost of maintaining and operating new weapons systems — even 10-12 years ahead.

The result would be, in most cases, to eliminate the services' demand for the last 5% in performance.

That last 5% of excellence frequently accounts for somewhere between 25% and 50% of the final cost of a new weapon.

This new theory of defence budgetting, which has been developed by **Northrop Aircraft Inc.** of California, was recently presented to Canadian government officials smarting from the sting of the Arrow cancelation.

Northrop's interest is in the new fighter aircraft which Canada needs to re-equip the RCAF division in Europe.

It presents its twin-engined, light-weight, supersonic jet as a rival to the Grumman Super-Tiger and the British Blackburn naval fighter which are also under consideration by the RCAF. And its only purpose is to have the N-156F built under license in Canada.

Its sales pitch is adapted to NATO members in Europe, as well as to Canada and the U. S. government.

Northrop has worked out the costs of new weapon systems over the years.

The findings show that within seven years of the birth of a new weapon it costs as much to maintain and operate as to buy.

Over a normal life span of 12 years, the second six years (in which new procurement declines rapidly) put a much greater strain on the budget than the whole of the first six years (in which the weapon was developed from a plan on the drawing-board and brought into operational duty).

Studies in recent years show an ever-increasing share of the Canadian budget is devoted to running the gear we have got, and a decreasing share to buying new weapons.

Seventy per cent of next year's defence spending is dedicated to operating and personnel costs. Construction and NATO operations take another 9%, leaving only 21% for new procurement. The share devoted to procurement has been declining ever since 1953.

Edmund Jones, young executive vice-president of Northrop, recently visited Ottawa to present Northrop's ideas to Canadian Government officials.

Since 1954 Northrop has been trying to find ways of balancing modern high performance against tolerable costs of continuing operation.

Thinking primarily of U. S. mutual aid funds to European countries, they concluded that it was no good giving them weapons of such high performance that they could hardly afford to operate them.

NATO countries were apt to find that they had to spend so much of the defence budgets on operating the high-cost equipment that they had little left for anything else.

Said Jones, a designer-turned-executive: "We decided the way to use modern technology was to provide effective weapons which would be less complex and cost less to operate."

"Advancing technology in every other field," he said, "has been devoted to simplifying design. We decided it was time to apply the same effort to new aircraft and weapons.

"The way you spend the money at the very outset," he said, "has a tremendous leverage on your ultimate costs for operating the weapon system. If government planners could remember this, instead of asking for every conceivable improvement to performance, there could be very great savings."

The standard answer from defence planners in every service and every country is that economy is all very well, but in the final test of battle it is always the last 5% of performance that decides the issue.

Northrop executives argue that defence planning is always a compromise between what the planners would like to have and what the public (through their elected government) are prepared to spend.

"The budget ceiling is always limited," said Jones. "So if a country buys a weapon of 100% performance, which will cost $200 million a year to maintain, it may have nothing left for other requirements.

"But if it buys a weapon designed for economy and simplicity, costing only $100 million a year to maintain, it may lose the last 5% of performance but it has $100 million left to spend on other things. Its total defence posture is likely to be a lot better."

Northrop claims its supersonic jet fighter N-156F meets these requirements; and it believes it is well adapted to the needs of the RCAF in Europe.

It is designed as a "counter-air" fighter, not just a "strike-fighter" like NATO's new FIAT G91, which provides a sort of airborne artillery.

The N-156F speed will not be up to Mach 2 (twice the speed of sound) but extra speed was deliberately sacrificed to lower weight, lower initial cost, lower operating cost, and shorter landing and take-off.

By the use of guided air-to-air missiles with tactics of collision course interception, it is claimed that the somewhat lower speed does not reduce effectiveness.

In European conditions, it is also claimed, the N-156F can achieve the real "counter-air" role of denying the enemy air mastery over the battle-ground while at the same time it can effectively attack ground targets, fly off a 1,000-yd. runway (over a 50-ft. obstacle), and remain highly dispersible.

The technical claims will be weighed by the technical experts. But the new concept of defence planning will interest taxpayers.

If governments were able to adopt the projections of future operating costs from the very beginning of any new weapons project, budget commitments would be much easier to control.

$300 Million Super Bomarc Contract Goes to Boeing

From Our Own Correspondent

WASHINGTON, D.C.—A new $300-million Bomarc contract is going to the **Boeing Airplane Co.** in Seattle, Washington.

The contract is for the new type IM-99 B super Bomarc which has a range of 400 miles or more.

This is about double the range of the present Bomarc and is the type of missile that is planned for use at the Canadian bases in Quebec and Ontario.

News of the $300-million contract for Boeing has been given out by Sen. Henry Jackson, a Democrat of Washington.

He said the U. S. Air Force has sent Boeing a letter of intent on the contract and signing will be announced shortly.

Jackson says the new Bomarc will provide significantly greater protection than the present type of missile.

Besides the longer range, Jackson said the new Bomarc has an advanced target seeker system and a new Thiokol solid propellent rocket booster system.

There are 14 Bomarc bases planned in U. S. as well as the two in Canada.

The Canadian bases would have Bomarc squadrons of 30 or 36 missiles each initially.

More may be added later.

It is not known how much, if any, of the new Bomarc contract going to Boeing will be subcontracted out to Canadian firms.

In recent weeks, **Canadair** in Montreal got a $1.7-million subcontract from Boeing for Bomarc wings and ailerons.

No Canadian company has yet received any substantial subcontract for Bomarcs and total Bomarc expenditures in Canada so far run around $6 million.

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80-7

Company Reports

Iron and Steel

ALGOMA STEEL CORP., Sault Ste. Marie, Ont., consolidated net profit of $11,762,618 for 1958 was 17% lower than 1957's $14,178,296.

Business slowdown resulted in lowest demand since 1954 for many of Algoma's products, particularly those associated with heavy construction, gas and oil industries and export, President D. S. Holbrook reports. Sales were off 13.8%.

Demand and shipments were up for hot and cold rolled sheet and strip, accounting for more than 40% of total steel sales. Semi-finished steel sales declined.

Domestic market for pig iron was very weak due to use by foundries of a high percentage of cast iron scrap at low prices and a low rate of automobile manufacture. Sales improved toward 1958 year-end and 1959 prospects are better, the president says.

Cold formed structural angles made from hot rolled strip were produced and sold for the first time. Orders being received for sheared plate up to 96 in. wide (to be produced on the bloom and plate mill) represent further diversification.

Algoma operated at 71% of capacity in first-half, at 83% in second half. Here are details of iron and steelworks' production and shipments:

Production:	1958	1957	Decrease %
	(Net tons)		
Coke	838,762	1,173,013	24.2
Iron	1,109,932	1,433,794	22.6
Steel ingots	961,535	1,065,793	9.8
Shipments:	(Net tons)		
Coke	216,640	255,651	15.3
Iron	354,331	536,021	33.9
Steel products	726,642	822,680	11.7

Company's new L-D oxygen steel plant started production in November. Its two 95-ton capacity oxygen steel furnaces will raise Algoma's steel making capacity to 1.6 million tons.

Over-all volume of business for January-June, 1959, is expected to be better than the first six months of 1958.

Annual meeting is April 11.

CONSOL. INCOME ACCOUNT

Yrs. ended Dec. 31:	1958	1957
	$	$
Net sales	122,777,894	142,479,961
Net earnings	20,720,614	33,557,802
Int. and amort.	1,232,475	465,233
Depreciation	8,136,571	6,486,880
Dev. chgs. to mng.	1,170,406	1,152,588
Inc. taxes†	8,418,544	11,274,805
Net profit	11,762,618	14,178,296
Less: Divds.	5,703,080	5,703,080
Surplus for year	6,059,538	8,475,216

†Includes $1,868,400 in 1957, and $4,691,500 in 1958 deferred taxes resulting from claiming for tax purposes depreciation in excess of amount recorded in the accounts.

Earnings per Share and Dividend Record:		
Old com. paid	....	*$2.00
New common‡	2.05	2.49
Paid	1.00	†0.50

‡Following cancellation of 225,030 shs. formerly owned by subsidiaries and 4-for-1 stk. split.

*Initial paid June 29, 1957.

†Represents 2 quarterly divds.

Shs. o/s at Dec. 31:		
Common, n.p.v.	5,745,080	5,703,080

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$1,949,064	$4,755,402
Short term secs.‡	11,625,072	....
Receivables	15,688,400	17,028,201
Inventories	35,391,122	40,811,612
Prepd. exps.	1,068,328	1,035,947
Tot. curr. assets	65,741,986	63,631,162
Mkt. secs.†	6,058,488	6,058,515
Other secs.	155,948	157,396
Agremts. of sale	384,135	423,368
Fixed assets*‡	101,474,812	70,669,015
Unamort. debent. exp.	726,562	....
Total assets	174,541,931	140,939,458
Accts. pay.	14,383,671	13,473,611
Inc. taxes	2,177,302	5,537,885
Tot. curr. liabs.	16,560,973	19,011,496
Long-term loan	35,918,574	11,389,851
Defer. inc. tax	16,989,200	12,097,709
Def. inc. credit	209,581	383,946
Capital stock	9,621,524	8,873,924
Contrib. surplus	2,211,485	2,211,485
Earned surplus	93,030,594	86,971,036
‡Mkt. value	11,612,000	....
†Mkt. value	26,115,748	20,621,897
*After deprec. & depl. of	87,907,684	80,926,468

‡After $2,068,252 in 1956, $2,223,75[illegible] in 1957 and $1,720,781 in 1958 for accruals for rebuilding and relining furnaces, etc.

Working capital	49,181,013	44,619,666

Investors' Monthly Review

for March outlines the merits of

Mutual Funds

The economy and security markets are reviewed and a broad selection of recommended Government, Municipal and Corporation securities is included.

Copies supplied upon request.

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Economy Wave In Our Woods

Forest industry in a mood to fight labor moves which might boost costs . . .

MONTREAL (Staff)—There's an economy wave pouring through Canada's woodlands, shaking up well-established economic relationships.

This is the reason, obvious at this week's annual meeting of Canadian Pulp and Paper Association's woodlands section:

The industry thinks major increases in woods costs could hurt Canada's position as a billion-dollar-yearly exporter of pulp and paper products.

A big part of this picture: The explosive fight by management and the Newfoundland government to keep down woods costs in the province (**FP**, March 14).

Something to remember for the future: **Judging by the tone of the woodlands convention, management will fight future labor moves which might boost costs — by very much.**

This will mean trouble if:

- Already established woods unions in Ontario and the West decide to go for costly gains.
- Attempts are made to organize non-union part-time woods workers in provinces east of Ontario, providing these seem likely to lead to higher costs.

The industry's preoccupation with keeping a lid on costs may have other effects.

There is likely to be greater emphasis on the efficient producer. This means part-time workers — whose main occupations may be fishing or farming — will have to be integrated into woods operations that may tend to be increasingly mechanized.

It also means pressure for greater efficiency among farmers operating small private woodlots.

Sign of this trend was the outlining to the convention of a successful program for mechanized handling of pulpwood on such small lots. The area in question is Ontario's Manitoulin Island, where **Ontario Paper Co.** operates.

Maxwell MacLaggan of **Abitibi Power and Paper Co.** said: "We must encourage and expand programs of research to find new and improved techniques of harvesting wood . . ."

And R. M. Fowler, president of CPPA, said the future of Canada's pulp and paper industry is bright — if costs are controlled.

"The great question . . . is: Can you deal with the immediate problems of efficiency and cost control and at the same time not lose sight of long-term goals?

"Can you keep wood costs down in 1959 and at the same time keep up your research and silviculture and forest protection so you will have enough wood to meet the needs of the industry in 1980?

"This is not going to be an easy problem to solve."

On the tough situation in Newfoundland, CPPA industrial relations expert M. S. M. Hamilton suggested woods costs on the island were higher than a simple quotation of hourly rates indicates (Base rate has been about $1.05 hr.).

"Some 90% of the workers in the **Anglo-Newfoundland Co.'s** operations are on piece-work. They have no hourly rate . . . average weekly earnings are $82.38.

"The average logger in Anglo-Newfoundland operations works 12 to 13 weeks a year for which he is paid about $1,050."

The woods operation of this company has become a *cause célèbre* following the strike of International Woodworkers of America and its decertification by special legislation introduced by the Liberal government of Premier Joseph Smallwood.

Woodlands Group Elects Harrison

MONTREAL (Staff) — F. A. Harrison, vice-president Woodlands of **Canadian International Paper Co.**, was elected chairman of the Woodlands section, Canadian Pulp and Paper Association, at the 41st annual meeting.

Elected vice-chairman was A. H. Burk, vice-president Woodlands, the **KVP Co.**, Espanola, Ont.

The Woodlands section is a technical group of about 1,200 pulp and paper officials concerned with forest management and Woodlands operations.

The following councillors were also elected:

V. C. Bastin, **Fraser Cos.**

A. F. Buell, **E. B. Eddy Co.**

M. V. Cain, **Price Brothers and Co.**

H. V. Hart, **North Western Pulp and Power Co.**

M. MacLaggan, **Abitibi Power and Paper Co.**

J. C. McCleod, **Consolidated Paper Corp.**

W. F. McColm, **Howard Smith Paper Mills.**

J. H. Merrill, **Great Lakes Paper Co.**

J. D. Roberts, **Bowaters Newfoundland Pulp and Paper Mills.**

H. A. Sewell, **Ontario Paper Co.**

C. R. Mills, Ontario Forest Industries Association.

E. Porter, Quebec Forest Industries Association.

B.C. Logging Companies Increase Interior Cuts

Forest harvest of British Columbia is shifting from the coastal area to the interior.

Last year's cut in the interior represented 45% of total, up from 23% 10 years ago.

The total cut was 908.4 million cu. ft., about 5% lower than 1957.

This swing to the interior is in keeping with a conclusion reached by a newly-completed, seven-year survey of forest resources in the West Coast province.

The survey, first ever made on a complete scale by the government's forest service, says that more of the annual cut must come from interior timber stands.

Coastal forests are being overcut by 51%, the report charges, while interior forests are not being fully utilized.

B. C. could sustain an annual cut of 1,000 million cu. ft. provided the shift is made to the interior.

Total forest capital of the province is given as 306,000 million cu. ft. of sound wood.

In last year's cut, the forest service sees a result of a campaign for "sustained yield" in the larger percentage coming from the interior.

Douglas fir continued in its traditional top position in the harvest, accounting for 349.9 million cu. ft.

But Douglas fir, despite its long-standing position in production, actually represents only some 7% of mature forests, the survey says.

Spruce and hemlock, respectively, dominate B. C.'s accessible, mature forests — accounting for 53% of the total.

Here's How to Live With Your Heart

"Only people smart enough to use their legs are women . . ."

From Our Own Correspondent

WASHINGTON, D.C. — Almost any hard-driving businessman is a candidate for a heart attack.

But stress has become a fact of life in this 20th century and has to be lived with.

These are some of the conclusions of U. S. heart specialists who report the last decade in heart research has been one of tremendous progress.

At a Washington meeting one specialist, Dr. Irvine Page, said people should worry less about the role of stress in heart attacks.

"Children and Russians being what they are," he said, "it is hard to see how stress can currently be much reduced."

Dr. Page, director of research for the Cleveland Clinic, said stress has become a natural part of life and retreat to a "stressless" existence would be less than human.

While Dr. Page would minimize the role of stress in causing heart attacks, other experts feel it is a paramount factor, especially for businessmen in their 40's and 50's who drive themselves hard at the office and fail to break the tension adequately at home.

A survey taken in San Francisco by specialists Dr. Meyer Friedman and Dr. R. H. Rosenman compared two groups of men — 83 aggressive executives and another 83 much less aggressive.

Diet, etc., were about the same for both groups.

The results showed the aggressive businessmen had higher levels of blood cholesterol, faster blood-clotting time and six to eight times as much heart disease.

A U. S. public health service hospital in New York made a similar survey of 100 ailing and 100 healthy adults.

It found that job stress "appeared to be far more significant in the coronary picture" than factors like family history of heart disease, high fat diet, obesity, tobacco consumption and the amount of daily exercise.

The specialists who emphasize the dangers of too much stress warn the middle-aged executive to do more than keep proper weight, exercise and maintain adequate diet.

He should, they say, relax more, develop more hobbies, travel and read more for relaxation.

While agreeing that stress is an important factor in heart trouble, the other school of heart specialist, as exemplified by Dr. Page, feels it may not be the number one factor.

Dr. Paul Dudley White, President Eisenhower's heart doctor, is in this class.

He emphasizes diet and relaxation for the President.

Mr. Eisenhower always eats only very lean meat and Dr. White has provided a medical reason for the president's time spent on the golf course.

Dr. Page told the Washington meeting of specialists that the stress factor has been "overstressed."

What he calls a common sense approach for the businessman is to have regular exercise, a balanced diet, weight reduction for the obese, consultation with a doctor if blood pressure or blood cholesterol levels are high and this suggestion:

"Avoid excesses of all kinds, but don't miss anything. Accept life's challenges. Live as though you would live forever and, in spirit, you will."

Dr. Page also advocated exercise as a much-overlooked beneficial activity. "Exercise seems to have several mechanisms by which it reduces the tendency to develop arteriosclerosis.

"We are a generation who seem about to give up the use of legs; as far as I can see, women are the only ones smart enough to find a use for them."

The Washington meeting heard from another nationally known heart specialist, Dr. Michael Debakey of Baylor University College of Medicine in Houston, Texas.

The expert heart surgeon said there is evidence that surgery could be important in preventing strokes.

It has been found, he said, that many strokes develop from blood clots forming in arteries of the face or neck and thus cut off the blood supply to a portion of the brain.

He said such clots can be discovered by X-ray methods and can be removed surgically.

Second Berland River Gas Well Disappointing

The long-awaited news from the second exploratory well in the hot Berland River gas field in Alberta is disappointing.

In an official statement this week **British American Oil Co.** said that the well produced salt water on a test conducted in the D-3 zone.

"Testing indicated that the well is on a structure separate from the one on which the original well is located," the company stated.

The original well — some 3½ miles southeast — produced the largest gas flow ever recorded from a single well. Because of mechanical difficulties, drilling operations have been suspended at this B.A.-Shell Berland River 10-18 well. The well may be drilled to a deeper level at a later date.

At the same time, company announced location of a new development well one mile south of the discovery well.

Plan to Market Special Loaf For Junior Set

Now it's baby bread.

A new loaf — known as "Primary Bread" — will be marketed in Canada in a joint venture by two U. S. giants of the baby food and baking industries.

Gerber Products Co. and **Ward Baking Co.** have combined to produce the loaf designed to "meet the special nutritional needs of babies and young children up to six years."

It will be marketed by Ward through franchised bakeries in Canada and U. S.

ANNOUNCEMENT

CANADIAN SKF COMPANY LIMITED

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Mr. Nils F. Kallin, President and Chairman of the Board of Canadian SKF Company Limited, announces the election of Mr. A. Kingsley Graham, Q.C., to the Company's Board of Directors.

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The election of Dennis H. Milnes as President of Renold Chains Canada Ltd. was announced yesterday by Donald N. Byers, Q.C., Chairman of the Board. Dennis H. Milnes succeeds Ernest W. Mills who retires as President but will continue on the Board.

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- EXTRA FUEL CAPACITY—Sufficient for most routes terminal to terminal . . . three 350-mile stages without refuelling and without weight or space limitations.
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POST TRAVEL BUREAU

Where to go – how to go – where to stay

Here's Best Way To See France

Devaluation of the franc doesn't mean much but here's how you can get full value for your travel dollar . . .

By DAVID SCOTT

Devaluation of the franc won't make much difference to your costs if you are planning a vacation or motoring trip in France this summer.

At the end of last year the currency exchange value was dropped by 17.5%, which means that you now get about 500 francs for your Canadian dollar — 75 more than before. But at the same time, prices of many of the things that tourists spend money on were hiked—directly or indirectly.

This is what I learned on a recent visit to Paris and drive through the country.

For example, a $7 room in a medium hotel now costs only $6. But the real saving is only 30c, since the former 10% rebate when the bill was paid in travelers' checks has been dropped.

Similarly, prices of cigarettes are up slightly. Imported English and U. S. brands cost 46c a pack, French ones 23c. Here you just about break even.

On food and drink you are better off, for post-devaluation inflation has so far raised internal prices by an average of merely 3%. Thus a good meal at $3.50 is cheaper, and a bottle of cognac comes to $4 against $4.65 before.

A night out costs less, too.

Dinner at the **Lido,** self-billed as "the most famous night club in the world," is down to $5.20 with a half-bottle of champagne thrown in. But this is a minimum, and doesn't include the 18% tax and service charge.

The best way to see France is by car, so in Paris I picked up a Renault Frégate — big brother to the Dauphine.

Yet motoring is not cheap, even though visitors are given a break on gasoline at 68c an Imperial gallon. This price is exactly the same as before, arrived at through tortuous calculations.

Purchased normally, gas cost the equivalent of $1.01 a gallon prior to devaluation. Although the "austerity program" raised the price in francs slightly, this was more than offset by getting 500 to the dollar. So the real figure dropped to 88c.

But foreigners with their own or rented cars get a special concession enabling them to buy gas coupons at a reduced rate. While previously 1,000 francs worth of coupons were sold for 670 francs, now they cost 780. Figure it out for yourself — it's still 68c.

Once your tank is full, take a deep breath and steel your nerves for Paris traffic.

My initiation with the Frégate happened during the evening rush hour.

For those who have never witnessed this mêlée, it can be likened to one of the old Keystone Cop films that were speeded up to a hair-raising pace during the gangster chase. Speed limits go unheeded, and Parisians show little lane discipline even on the broad boulevards.

Negotiating an intersection or traffic circle — where motorists drive on their nerves and brakes, and no quarter is asked or given — can be a terrifying ordeal.

I found myself recalling the quip about pending legislation requiring every car to have a driver.

But once one gets the feel of the "priority to the right" rule, method emerges from the apparent madness.

I discovered that it was *comme il faut* to butt the Frégate's nose into a main-road junction, knowing that the car bearing down on my left would screech to a halt and give way, albeit with only inches to spare.

In fact, that is often the only way to cross a busy intersection uncontrolled by lights.

It became clear that the French have a system and it works, although the number of bashed-in front-ends seen in Paris suggest that bluffs are sometimes called.

The priority rule showed additional merit in the country.

On the 300-mile southward drive to Geneva over the *routes nationales* I was able to breeze along contentedly at 80 mph, concentrating only on the right where any possible hazard might lurk.

These broad main highways are laid out in a straight line unless there's a good reason why not.

They are built for speed, and the rapid tschah-tschah-tschah of the roadside poplars through the open window made a rhythmic accompaniment to my swift progress.

Surprisingly little traffic was encountered, and what there was dwindled to virtually nothing between the hours of 12 and 2, for every Frenchman is a gourmet who takes his midday meal seriously.

From Geneva in the Swiss panhandle I re-entered France for a drive to Chamonix at the foot of the majestic Savoy Alps, two hours away.

The road follows the Arve Valley through Bonneville and Cluses, then starts its upward twist just beyond St. Gervais, near the future western terminal of the Mont Blanc tunnel to Italy.

Suddenly (if cloud permits) the panorama of the highest peaks in Europe appears from around a bend, rising before you at an unbelievable angle.

At Chamonix, lying at 3,500 ft., the Planpraz cable car (fare $1) rises at 45 deg. over the face of what can be called a "hill" only by comparison with the craggy peaks across the valley.

Barely clearing the snowy tops of pines, it emerges through low-lying mist to reveal the Mont Blanc range outlined in bright sunlight against a clear blue sky.

Planpraz is at 6,600 ft., where a restaurant is cut into the rock and skiers sunbathe on its roof in a setting of icicles.

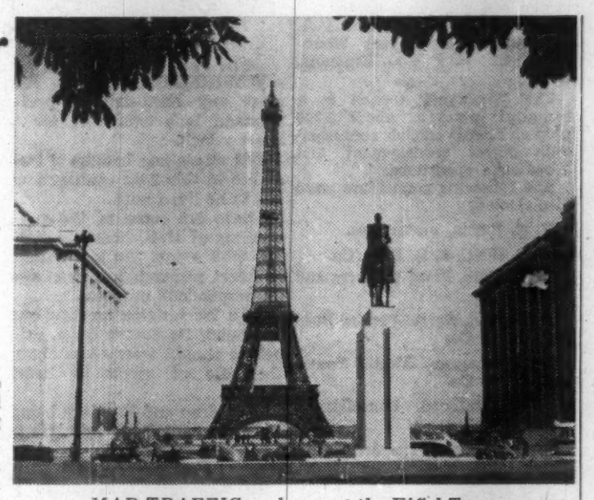
But there is yet more to come. From here a second cable car ($1.50) soars through space for seven minutes to carry skiers up to Le Brévent at 8,300 ft. This is one of the training areas of the French Olympic team.

From the top the view defies description, as does the agility of the hardy young athletes, who start their downward run from the very crest of this bald mountain and shoot over its steep glittering slopes, where a zig instead of a zag may mean hurtling off into thin air.

For visiting such beauty spots in France a car makes life easy.

Rentals, of course, vary with the model. At the new rate they range from a baby Citroen 2CV at $4 a day with 60 free kilometres and about 2c for each additional one, to a Chevrolet at $11.75 daily and 6c per kilometre.

This can be arranged before arrival through the **Orly Auto-Service International** (O.A.S.I.) at the Paris airport, which has 180 offices throughout the world, including Canada.



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Bank Staff Changes

Commerce:

A. E. BARNARD, formerly accountant, Locke & Herkimer, Hamilton, Ont., to be an audit officer, head office, Toronto.

J. J. L. R. BELANGER, to be accountant, Shawinigan, Que.

K. N. BENNISON, accountant, Orillia, Ont., to be assistant manager, Kitchener, Ont.

J. W. M. CAMPBELL, assistant manager, Queen & Spadina, Toronto, to be manager, Yonge & Gould, Toronto.

P. X. CHARLEBOIS, manager, Shawinigan South, Que., to be manager of the newly opened branch at Sept-Iles, Que.

D. G. CROZIER, manager, St. Paul Ave. & King George Rd., Brantford, Ont., to be manager, Paris, Ont.

C. F. M. DAVIS, accountant, Bridgetown, Barbados, to be assistant manager, Bridgetown, Barbados.

K. L. dePASS, accountant, Port of Spain, Trinidad, to be manager, St. James, Trinidad.

F. J. DICKSON, to be assistant accountant, Cobourg, Ont.

G. P. GAINES, to be an assistant accountant, Brantford, Ont.

T. R. GEOGHEGAN, accountant, Yonge & Eglinton, Toronto, to be accountant, Port of Spain, Trinidad.

C. A. HETHERINGTON, assistant accountant, Bloor & Runnymede, Toronto, to be accountant, Parkdale, Toronto.

C. M. LAIDLEY, assistant manager, Queen & Bathurst, Toronto, to be manager, Yonge & Charles, Toronto.

H. J. LANOUE, accountant, Shawinigan, Que., to be manager, Shawinigan South, Que.

A. G. LAWSON, an assistant accountant, New York, N.Y., to be an audit officer, head office, Toronto.

W. L. McANDLESS, an assistant accountant, Weston, Ont., to be accountant, Bloor & Lippincott, Toronto.

J. E. McNAUGHT, accountant, Joyce Rd. & Kingsway, Vancouver, to be manager, Salmo, B.C.

D. G. MacMILLAN, assistant manager, Hastings & Richards, Vancouver, to be manager of the newly opened branch at Broadway & Cambie, Vancouver.

H. A. MONTROSE, accountant, Oxford & Richmond, London, Ont., to be an assistant accountant, Weston, Ont.

J. S. MURRAY, an assistant accountant, Brantford, Ont., to be manager, St. Paul Ave. & King George Rd., Brantford, Ont.

C. B. PORTER, manager, Salmo, B.C., to be manager, Yarrow, B.C.

F. N. L. SALTER, assistant accountant, Trenton, Ont., to be accountant, Trenton, Ont.

Over 70,000 Canadians visited the U. K. in 1958, an increase of 17% over 1957. Total overseas visitor-count to U. K. was 1.25 million — an all-time record. Earnings (including fares to U. K. carriers) amounted to $549 million.

—Travel Tips—

TCA will extend its Montreal-European service to Vienna in May. Offering economy, first class and deluxe service, flights will include stops in Brussels and Duesseldorf. Return fares from Montreal: $570.60, $914.90, $1,022.90.

• • •

With a case of yellow fever confirmed in Trinidad, visitors to the island are strongly advised to have an inoculation against the disease. Reaction is "generally mild."

• • •

American Society of Travel Agents (ASTA) will hold its 29th annual World Travel Congress in Havana, Oct. 17 to 24.

• • •

One of Jamaica's oldest hotels —**Tichfield**—has a new name and a new look. Now called **Beach and Reef Hotel and Yacht Harbour,** the hotel will soon have 20 additional rooms (bringing the total to 52), new tennis and badminton courts and dock facilities for 16 yachts.

• • •

Calendar of Events in Canada listing dates of major events for 1959 plus latest information on the Royal tour (June 18 to Aug. 1) is available from the Canadian Government Travel Bureau, Ottawa.

• • •

Many of Florida's winter-season attractions — dog and horse racing, golf tournaments etc. — will continue into the "economy" summer season. Starting in April hotel rates at many leading establishments drop 25% or more. Transportation companies offer low-cost travel and vacation "packages."

• • •

Jasper Park Lodge, famed CNR resort hotel in the Canadian Rockies, will open June 12 with expanded facilities. Additions include a new cocktail lounge (result of recent changes in Alberta liquor laws), eight studio bedrooms and one suite.

• • •

Two tempting New York theatre tours are offered by **American Airlines.** A three-day, two-night holiday includes tickets for two shows of your choice. Four days and three nights includes three shows. Accommodation is provided at the **Biltmore Hotel.** Additional features include a night club visit and sightseeing tour. From $49 per person plus air fare and taxes.

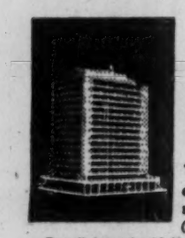
• • •

Series of European package tours offered by **Travel Plans Tours Ltd.** of Toronto in conjunction with **BOAC** is outlined in a new booklet available from travel agents. Typical of the tours offered is a 14-day visit to London, Brussels, The Hague, Bonn, Paris and Luxembourg. Cost: $579.60 including round trip economy air fare from Montreal, all land transportation, hotels and most meals.

• • •

Cunard's autumn cruise to the Mediterranean and Black Sea will feature calls at the Soviet ports of Yalta and Odessa. The Caronia will sail from New York Oct. 3 for 52 days. Stops will be made at 20 ports in 16 countries. Minimum fare: $1,000.

Westbury Hotel
TORONTO



The Westbury has everything you expect of a famous, distinguished hotel. For comfort and luxury, 360 unusually large rooms with full-width picture windows (most with private balcony).
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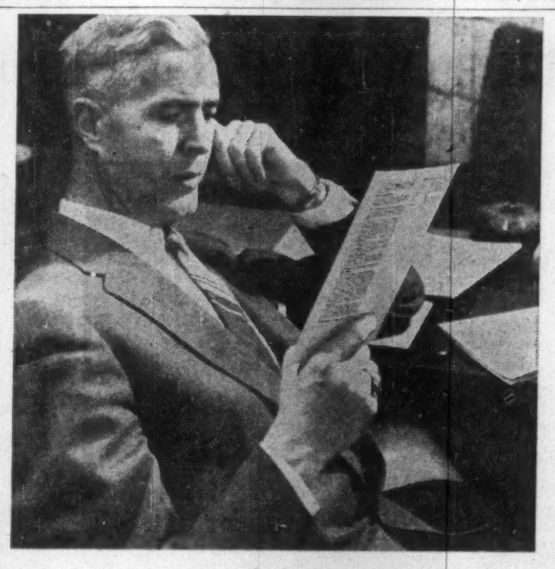

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The service includes special supplements, to provide concise information on smaller mine and oil companies in the development stage. Grouped in booklet form for convenience, the coverage of these additional companies (presently some 350) supplies a valuable "plus" service at no extra cost. Other supplements cover real estate companies and new issues of corporation bonds and stocks.
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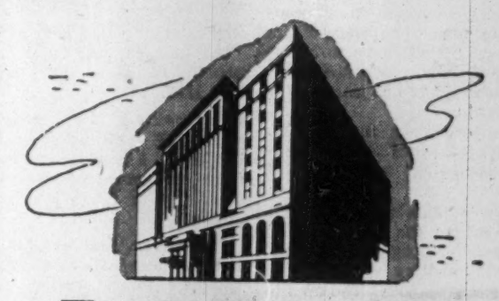

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ANNOUNCEMENT

J. A. WILLOUGHBY & SONS APPOINTMENT

M. O. HURST

J. A. Willoughby & Sons Limited are pleased to announce the appointment of Mr. M. O. Hurst to the Sales Staff of their Industrial, Commercial and Investment Division with offices in the Board of Trade Building.

Prior to World War II Mr. Hurst was Branch Manager for one of the Chartered Banks, and during the War served in the R.C.A.F. as an Administrative Officer.

Since 1946 Mr. Hurst's activities have been entirely devoted to Real Estate, specialising in providing premises for new firms locating in Ontario and new and modern facilities for firms who are expanding their operation.

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Real Estate Boom Upped Stock 837%

General Development Corp. stock hits record high as promotion of Florida land gets into stride . . .

Continent-wide boosting of Florida real estate has pushed **General Development Corp.** common stock to a new high on the Toronto Stock Exchange.

It hit $75 on March 20, up 837% in 14 months.

This week, although settled back to $67, it was still trading actively, in both Toronto and New York.

The stock was priced at $8 at the beginning of 1958 and $29 at the beginning of this year.

The company is engaged in selling lots and building homes in vast new planned developments on Florida's east coast.

Canadian interest in General Development Corp. goes back to 1928 when it was incorporated in Delaware, Mich., as **Chemical Research Corp.** and attracted Canadian investment interest in its subsidiary mining operations.

It owned the "Gyro" process for manufacturing gasoline, which led to protracted patent litigation in the U. S.

With the proceeds of successful settlement, it bought control in June 1952 of a Florida company engaged in quarrying and then expanded into real estate.

In 1956, it changed its name to **Florida Canada Corp.**

In 1958, the company merged with its 50%-owned subsidiary, General Development Corp. and adopted its present corporate name.

Although land tracts for realty development have been owned in Florida since 1954, widescale promotion was begun only in 1957.

The promotion theme: Buy a building site now for $10 down, have a place in the sun by the time you retire.

The lots, part of the projected new city of Port Charlotte, have been attracting buyers throughout North America.

Port Charlotte is being planned as a city with a potential population of 300,000. General Development Corp., owning the 80,000 acres of farm land on which it is being laid out, is currently engaged in clearing land, building roads, servicing lots, and erecting houses.

It looks for profits from three sources:

- Sale of a potential 200,000 lots.
- Construction of some 40,000 homes on the lots.
- Operation of utilities in the new community.

As a result of promotion (press, radio, TV, franchised salesmen) on a budget of $2 million a year since October, 1957, the company is reported to have sold 32,000 lots, completed 1,000 homes and be currently building another 1,000 homes. Many lots were sold through mail orders.

In the first half of 1958 alone, the company sold 21,430 lots for $20 million and built 162 homes for $1.5 million.

Profit after taxes in this six-month period amounted to $3.6 million, or $1.61 per share (compared with 92c per share earned in the preceding 12 months).

Profits for full year 1958 are understood to have been close to $3 per share.

In 1959, sale of 50,000 lots and completion of 1,250 homes **is expected to raise earnings to $4 a share.**

For the long term, General Development Corp. also owns approximately 45,000 more acres spread over seven other Florida developments, on most of which lots and homes have already been sold.

Who is behind General Development Corp.?

Management is in the hands of three second-generation Florida builders, Frank E. Mackle, aged 42, president, Robert Mackle, 46, vice-president, and Elliot Mackle, 50, secretary.

The Mackle brothers have been long established in Florida's home building field, and held a major interest in the original General Development before it merged with Florida Canada.

They own, through **Mackle Co. Inc.,** 200,000 of General Development Corp.'s 2.5 million outstanding common shares.

Largest shareholder is Canadian-born Louis Chesler's **Chesler Operations Inc.,** Toronto, holding 520,000 shares.

Other big shareholdings in Canada are held through **Bache & Co.,** Toronto (130,495 shares) and **E. T. Lynch & Co.,** Toronto (69,558 shares).

Shareholding figures are taken from the company's filing statement, Oct. 23, 1958, when General Development Corp. bought further land from Gardner Cowles interests, who received 156,633 shares.

Chesler, in addition to being chairman of General Development Corp., is also president of **Universal Controls** (**FP**, March 21).

The stock of this U. S. electronics industry company has also rocketed up, paralleling General Development Corp.

At its recent price of $85⅛, Universal Controls is up 567% on its $12 level of 14 months ago.

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A DUSTBANE AFFILIATE

Compton's Portfolio

A Managed Investment Account

Invested in 1944	$10,000
Account latest valuation	$38,738

Value Up 3.2% in Month

The value of Compton's account rose by $1,200 or 3.2% in the month ended March 13, without any upswing in the Canadian market as a whole.

Stock prices in this country, the manager points out, are still well below their 1956 peak, while those in the U. S. have forged ahead to reach new highs.

Details are set out in his report which follows:

Canadian stocks as a whole made neither an advance nor a decline between mid-February and mid-March. The DBS investors' index stood at 270.5 at both times.

However, Compton's account rose in market value by $1,200, or 3.2%.

The U. S. market did still better. The Standard and Poor's index rose by 4.1% during the same interval.

This more rapid advance of stock prices in the U. S. was pointed out earlier in the year (**FP**, Jan. 10). Stock prices in the U. S. have outstripped those in Canada quite noticeably during both the long period from 1935-39 to the present, and the shorter period from 1950-1954 to date.

Since Dec. 15, the DBS index of Canadian stock prices has risen by 3.8% while Standard & Poor's index of U. S. stock prices has risen by 6.2%, more than half as much again.

It should be remembered, too, that the Canadian market is still noticeably below its previous highs, even though the U. S. market has forged ahead into new ground.

In the summer of 1956, the DBS index reached 297.8. Now, at 270.5, it is still more than 9% below its peak.

The Standard and Poor's index reached 49.74 during that summer. Now it is 56.67, almost 14% above the former high.

Compton's account has not yet surpassed its record valuation of $39,412, but it is within hailing distance once again.

Compton has made his regular quarterly cash withdrawal of $250 for his own use plus $40 for management fees. He received $206.10 in dividends during the month leaving him with a cash balance of $380.11.

Here is his portfolio at March 13:

Common Stocks

No. of Shares		Cost — per Share —	Market
75	Abitibi	$12.86	$38.625
25	Algoma Steel	39.62	38.50
50	Asbestos	31.32	32.25
60	Bank of N. S.	65.41	72.00
100	B. C. Power	38.37	39.875
25	Canada Cement	31.79	36.00
145	Canadian Dredge	23.01	31.375
125	C.P.R.	32.99	30.75
8	Confederation Life	158.87	161.625
200	Cosmos Imp. Mills	11.76	13.625
15	Internat. Nickel	49.32	93.25
50	Kerr-Addison	20.00	19.25
400	Macassa Mines	2.80	2.80
400	Madsen Red Lake	2.62	2.95
30	Shawinigan	23.48	33.625
100	N. Slater & Co.	17.31	30.50
15	Steel Co. of Can.	66.61	76.50
50	Toronto Iron, A	30.35	28.00

SUMMARY

	Book Value	Quoted Market Value Mar. 13	Prospective Annual Income
Com. stocks	$32,018	$38,358	$1,595.34
Cash	380	380	.....
	$32,398	$38,738	$1,595.34
Current market value			$38,738
Prospective annual income			$1,595
Average yield on original $10,000			15.95%
Average yield on curr. mkt. val.			4.12%

Fish Plant Sold By Newfoundland To Boston Firm

From Our Own Correspondent

ST. JOHN'S — The Newfoundland government has sold a fish processing and filleting plant to U. S. interests.

Booth Fisheries of Boston has bought the former **Fortune Bay Products Ltd.** plant at Fortune, for $50,000. The plant was built in 1952 when the fish stick trade in the U. S. was brisk.

It closed in 1956, with indebtedness to the government for $221,967 of loans, and has been owned by the government since last year.

Premier Smallwood, just before legislature rose for Easter recess, said the government had pumped $20 million into fishing industry in past 10 years. This had brought a return of $66 million in wages and salaries for workers, he said.

Universal Controls Raises Dividend Plans Stock Split

Shareholders of **Universal Controls, Inc.,** New York, are being asked at their meeting, May 27, to approve a fivefold increase in the authorized capitalization from 3 million to 15 million common shares.

The increase is to provide for a 4-for-1 stock split approved by directors last week.

Common stock of Universal Controls (formerly **Universal Products Co.**) has been split twice before: 3-for-1 in July, 1956 and 2-for-1 in October, 1958.

The dividend of 25c quarterly on the present stock was increased last week to 30c, payable April 30 to shareholders of record April 15.

Directors also voted an extra stock dividend of 10% on the common stock.

Price of Universal Controls stock, listed on the Toronto and American Stock Exchanges, has increased from $12 in January, 1958 (adjusted for split) to a recent $85⅛.

These shares having been sold, this advertisement appears as a matter of record only.

New Issues

Hardee Farms International Ltd.

(Incorporated under the laws of Canada)

$800,000

6½% First Preferred Shares Series A

(par value $100 per share)

80,000 Common Shares

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March, 1959

Baie Comeau Grain Silo Ready in 1959?

MONTREAL (Staff)—**Cargill Grain Co.** is driving hard for autumn completion of its big Baie Comeau, Que., grain storage project (**FP**, Nov. 15, 1958).

This is the 10-million to 15-million-bu elevator which, some observers say, could greatly alter east coast grain export shipping patterns. It's felt Baie Comeau could be handling 50 million to 75 million bu. of U. S. and Canadian grain annually within a few years.

Cargill announced this week that **Foundation Co. of Canada** had been awarded a contract for construction of conventional storage silos with capacity of 6.8 million bu., as well as foundations for additional storage units of more than four million bushels.

A further contract award is expected soon. It will cover the final phase of construction, including steel, electrical and machinery installation.

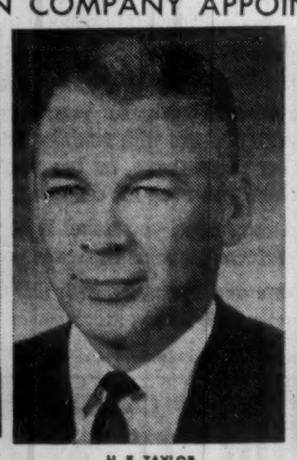
Hopes for success of the ambitious Baie Comeau project are based upon all-year ocean-going navigation to the Lower St. Lawrence port; and integration of grain transport with bulk cargoes to and from aluminum and iron-ore firms in the area.

TANKOOS YARMON
LIMITED
Realty Investments

ANNOUNCEMENT

GLIDDEN COMPANY APPOINTMENTS

A. G. RUSSELL



H. E. TAYLOR

C. A. O'HEARN

Mr. J. W. Fowler, General Sales Manager of The Glidden Company Limited, has announced three important administrative and sales appointments:

A. G. Russell has been named the company's Mid-Western District Manager. This is a new position made necessary by an expanded program of service and sales in the provinces of Alberta and Saskatchewan. Mr. Russell, who has been with Glidden more than twelve years, will continue to make his headquarters in Edmonton.

H. E. Taylor becomes Trade Sales Manager for Ontario. He was Glidden representative in Northern Ontario for eight years before returning to a senior sales position with the company in Toronto in 1957.

C. A. O'Hearn, who becomes Trade Sales Manager for Quebec, has had a succession of important sales positions in Toronto and Western Ontario. He also has extensive experience in retail hardware operations. Mr. O'Hearn's headquarters will be in Montreal.

"Where will I find the money to live on when I reach retirement age?"

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Canadian Industry Meets New Trade Commissioners

Nine federal assistant trade commissioners are taking a close look at Canadian industry before posting to trade offices abroad.

They have completed all or part of their training in Ottawa, now are on a two-month tour of Canada meeting export sales managers and other industry personnel engaged in international trade.

The officials will discuss with industry some of the problems they will face in foreign areas.

Clayton G. Bullis, native of Kingston, Ont., has been a foreign service officer with the federal government for the past year and will shortly be posted to Kingston, Jamaica. He was graduated from Queen's University with B.A. in 1954 and from University of Toronto with M. Comm. degree in 1956. He has been employed for short periods with **Prudential Insurance Co. of America** and with **Canadian International Pulp & Paper Co.**

BULLIS

Peter A. Freyseng has been a foreign service officer since last June. Born in Toronto, he holds an honors B.A. and M.A. degrees from University of Toronto. He was previously an information officer with the trade and industry branch of the Ontario Department of Planning, and spent from 1951 to 1954 in COTC training in Canada and Germany. His new posting will be in Stockholm temporarily, then to Vienna in October.

FREYSENG

John M. Knowles of Ottawa will take up new duties at Ciudad Trujillo in the Dominican Republic. Born in New York City, he was graduated from University of Ottawa last year with B.A. degree. Previously, he worked as a salesman, commercial pilot and has served abroad with Department of Citizenship and Immigration. Mr. Knowles joined the RCAF in 1941, was discharged in 1945 as flight lieutenant.

KNOWLES

David J. McEachran of Vancouver, native of England, will go to Hong Kong following present training. A commerce graduate of the University of British Columbia, he was previously economics assistant at that university, and has worked as a draftsman and as retail credit investigator during summers. He was appointed a foreign service officer last June.

McEACHRAN

John B. McLaren, born in Oshawa but now of Windsor, Ont., has been posted to Karachi, Pakistan. A B.A. graduate of University of Western Ontario, he has been a foreign service officer for the past year. He spent some time in accounting and foreign exchange departments of the Bank of Montreal and has had pilot training with RCAF.

McLAREN

Joseph E. Montgomery, of Wyebridge, Ont., will take up a new assignment in Caracas, Venezuela. Born in Midland, Ont., he was graduated from Ontario Agricultural College with B.S.A. degree last year. He has been employed by OAC and by farm economics branch of Ontario Department of Agriculture. He was appointed a foreign service officer in April, 1958.

MONTGOMERY

Robert L. Richardson, of Renfrew, Ont., has been named to a post in Port-of-Spain, Trinidad. He farmed for six years before he entered Queen's University from where he graduated last year with B.A. (honors, economics). In addition to summer employment with **Canada Life Assurance Co.,** he has been a foreign service officer since last May.

RICHARDSON

William B. Walton, born in Edmonton and now living in Fort Saskatchewan, has been posted to Beirut, Lebanon. After graduating from University of Alberta with a B.A. in 1950, he spent a year of study at University of Stockholm, Sweden. A wartime pilot, he has spent six years with Department of Citizenship and Immigration as administration officer and has worked in various other capacities in Canada and abroad.

WALTON

L. James Taylor, of Montreal, will return to Ottawa to finish his training following the tour of Canada. He will be posted later this year. Mr. Taylor is a commerce graduate of McGill University and also holds a C.A. degree.

Company Report

Building Products

INLAND CEMENT CO., Edmonton, net profit for 1958 totaled $1,645,273 compared with $379,993 for 1957.

Accounts for 1958 cover first full year's results for the Edmonton and Regina plants. (Earnings for 1957 include those of **Saskatchewan Cement Co.** for the last seven months of the year only.)

Large sales increase substantially improved company's financial position, President W. L. Forster reports.

Capital expenditures totaled $331,054, mainly for Regina plant improvements.

Company does not consider a distribution of profits should be made from 1958 earnings. Its policy is not to delay dividends unduly. It anticipates improved business this year and regards the long-term growth prospects as good.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$3,330,393	$1,382,977
Less: Deprec.	1,159,987	607,397
Int. on debent.	522,713	384,462
Income tax	....	4,000
Amort. of debent. disc.	7,125	7,125
Net profit & surplus	1,645,273	379,993

Note—In 1957, co. is claiming for inc. tax purposes capital cost allowances in excess of depreciation charged in accts. Taxes otherwise payable in 1958 of $771,000 have been extinguished, and in 1957 reduced by $172,000.

Times Bonds Interest Earned:		
Before deprec.	6.37	3.60
After deprec.	4.15	2.02
Earnings per Share and Dividend Record:*		
Preferred†	$1.77	$0.41
Preferred‡	1.46	§
None paid.		
Common†	0.54	d0.09
Common‡	0.146	§
None paid.		

*Based on shares o/s at year-end.
†Before (1after) participation.
§None available.

Shares o/s at Dec. 31:		
Preferred, $10 par.	927,227	926,111
Common, $1 par	2,000,000	2,000,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$661,860	$264,799
Short-term invest.	999,250	....
Accts., etc., rec.	686,054	544,520
Inventory	2,066,141	1,807,439
Prepaid exp.	45,281	61,794
Total curr. assets	4,458,586	2,678,552
Deferred exp.	161,055	490,411
Other assets	131,304	246,103
Fixed assets*	22,912,334	23,344,827
Total assets	27,663,479	26,759,893
Accts., etc., pay.	627,703	731,690
S.f. payment due	795,000	697,500
Total curr. liabs.	1,422,703	1,429,190
Funded debt	9,310,000	10,130,000
Capital stock	11,272,270	11,261,110
Cap. stk. prem.	3,562,900	23,562,900
Surplus	1,709,606	390,693
*After deprec. of	1,961,946	822,870
Working capital	3,035,883	1,249,362

Spend $25 Million in 1959 For Dominion Tar Growth

MONTREAL (Staff) — The **Dominion Tar & Chemical Co.** group has scheduled capital spending of over $25 million for 1959.

Here are the highlights:

- **Howard Smith Paper Mills Ltd.** is spending $12.5 million on a new paper machine and extension of a finishing room at its Cornwall, Ont., plant. The project is expected to be completed by early 1960.
- **Alliance Paper Mills Ltd.** (wholly-owned subsidiary of Howard Smith) is spending $1.25 million on a new coating machine at its Georgetown, Ont. plant. It is scheduled to go into operation this year.
- **At Goderich, Ont., Sifto Salt Ltd.** is bringing a new rock salt mine into production this year. Of a total cost of $6.5 million, about $3 million remains to be spent this year. In addition, spending of a further $2 million for a second shaft at the Goderich mine is slated for 1961-62.
- **Dominion Tar is also expanding brick making** facilities at Cooksville, Ont., and Laprairie, Que., where new tunnel kilns are being installed at a total cost of $4 million.
- **Capital expenditures** of $6 million are scheduled for the former **Gypsum, Lime & Alabastine (Canada) Ltd.** operation, acquired by Dominion Tar earlier this year. Of this amount, $4 million will be spent this year and the balance next.

The program includes a new lime plant at Joliette, Que., and a new gypsum board plant at Calgary. In addition former GLA board plants at Caledonia, Ont., and Montreal East are being expanded substantially.

The Dominion Tar group had capital expenditures of $12.8 million last year.

Acquisition of GLA operations has not only increased Dominion Tar's product base but also served to give better balance to the group's diversification.

In 1958 the DT group's total sales were 23% in the chemical field, 27% in building and 50% in pulp and paper.

Including the GLA operations, breakdown for 1958 would have been: 24% chemicals, 33% building products and 43% pulp and paper.

As a result of the Dominion Tar deal, Gypsum, Lime holders are receiving $14.50 in cash and two shares of Dominion Tar for each share of Gypsum, Lime held.

As Dominion Tar held 178,540 shares of Gypsum, Lime, it was thus in the position of receiving back some of its own stock.

Rather than do this — which would have involved canceling the shares — Dominion Tar sold its GLA holdings to a syndicate of underwriters for just over $8 million.

Underwriters in turn converted the GLA shares into cash and Dominion Tar shares.

Last week 140,000 of these shares were offered through secondary distribution at $16.25 net. The balance were privately placed, **FP** understands.

New Clay Firm To Start Output

From Our Own Correspondent

REGINA — **National Industrial Minerals, Ltd.,** Assiniboia, Sask., plans to start production of kaolin and ball clay early in April.

Construction of its plant, located on a large clay deposit near Assiniboia, is nearing completion.

As this issue has been sold, this advertisement appears as a matter of record only.

New Issue

$10,000,000

INTERPROVINCIAL STEEL CORPORATION LTD.

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$5,000,000 5½% Sinking Fund Bonds, maturing December 1, 1973.

@

ANNETT & COMPANY LIMITED

220 Bay Street, Toronto EMpire 3-7361

Bank Staff Changes

Nova Scotia:

W. N. WALSH, assistant accountant, Bank & Gloucester, Ottawa, to be accountant, Cote de Liesse & Lucerne, Town of Mount Royal, Que.

J. D. KOHLER, to be assistant accountant, Granville & 12th Ave., Vancouver.

L. T. DARLING, to be assistant manager, St. Catherine & Peel, Montreal.

A. M. GOLDIE, to be assistant manager, Fredericton, N.B.

G. M. BILLINGS, accountant, Kenora, Ont., to be accountant, West Side, Saskatoon.

T. W. COX, assistant accountant, Granville & 12th Ave., Vancouver, to be accountant, Kingsway & Victoria, Vancouver.

J. H. FUDGE, to be accountant, Kenora, Ont.

A. R. KEEP, to be accountant, Ottawa Street, Windsor, Ont.

G. I. RATTRAY, to be accountant, Petitcodiac, N.B.

M. F. TODD, to be accountant, New Waterford, N.S.

G. L. SHERMAN, to be assistant accountant, London, Ont.

• • •

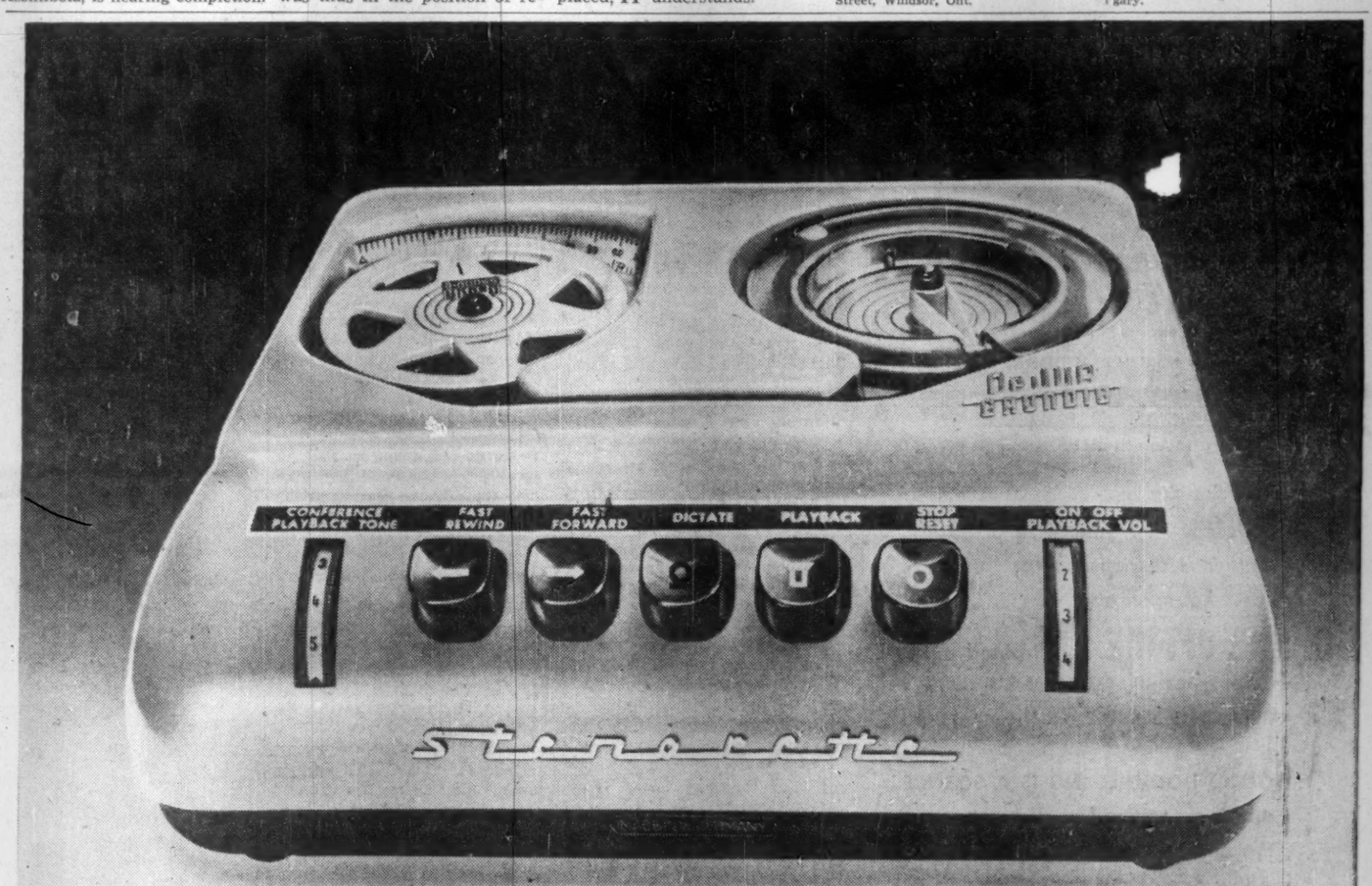
Montreal:

C. G. BERG, North Side, Regina, to be manager of a new branch to be opened shortly at Highland Park, Regina.

J. F. D. DASH, assistant manager, Cornwall, Ont., to be assistant manager, McGill and St. Paul Sts., Montreal.

J. H. BETHUNE, of the head office, Montreal, to be assistant manager, Cornwall, Ont.

F. E. BEDFORD, manager, Oshawa, Ont., to be assistant superintendent, Alberta district, with headquarters in Calgary.



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MONTREAL'S new concert hall (architect's model) in the proposed Place des Arts.

Montreal Plans 'Place des Arts'

MONTREAL (Staff) — A cosmopolitan city with a bilingual personality, Montreal always has contributed much to Canadian culture.

But often the arts develop in Montreal only under the most difficult circumstances.

One obstacle: Lack of accommodation.

The Montreal Symphony Orchestra, for example, uses the smallest hall of any of the 32 major symphony orchestras in North America.

As early as 1841, when a ventriloquist from France talked authorities into making a grant and then attempted unsuccessfully to raise further funds, the need for accommodation was recognized.

Now, more than a century after that abortive venture, the matter is being tackled as part of a major plan to build a Place des Arts.

Ultimately expected to cost in excess of $13 million, the Place des Arts will get under way this year with construction of a concert hall and a portion of a parking garage to serve it in downtown Montreal.

Actually a multi-purpose hall, in which the requirements of dramatic use and acoustics needed for musical presentations are reconciled, the building will hold 3,100.

The stage, one of the largest on the continent, will be equipped to meet the requirements of touring opera, ballet and musical comedy companies.

Large parts of the site are owned by the province and the Catholic School Commission of Montreal. Remaining portions will be expropriated as needed for various stages of construction.

The undertaking is under the aegis of **Georges-Etienne Cartier Corp.**, a non-profit organization founded in 1956 to build and administer the culture centre.

Initial phase will cost $8.5 million. The province is to contribute $2.5 million and the city $2.5 million, leaving $3.5 million to be raised by public subscription.

A fund-raising campaign will be conducted in May.

General chairman is Claude P. Beaubien, vice-president, **Aluminum Co. of Canada.** Other members of the board are Paul Bienvenu, president, **Catelli Food Products Ltd.**; Samuel Bronfman, president, **Distillers Corp.-Seagrams**; Herbert H. Lank, president, **Du Pont Canada Ltd.**; J. Bartlett Morgan, president, **Henry Morgan & Co.**, and three prominent attorneys, Peter M. Laing, Louis A. Lapointe and Honore Parent.

Tenders will be called this summer and work is expected to get under way in fall. The hall is to open in December, 1960.

Architects are **Affleck, Desbarats, Dimakopoulos, Lebenson, Michaud & Sise**, designers of Vancouver's civic auditorium and associate architects of Montreal's $60 million Place Ville Marie project for **Webb & Knapp.**

Besides the concert hall, elements of the master plan are:

- A theatre to seat 1,250.
- La Petite Salle to seat 500.
- A shopping row along St. Catherine St., between Jeanne Mance and St. Urbain.
- The garage (two levels under the Plaza and adjacent areas).
- The Plaza, described as an "outdoor room" and therefore an integral part of the centre.

Georges-Etienne Cartier Corp. will rent the facilities of Place des Arts to artistic groups wishing to use them "at the lowest possible fee consistent with economic management."

When completed the Place des Arts is expected to cover its operating costs. None of the corporation's income will be used for depreciation charges or to meet capital costs. These expenses will be met from other revenue such as rentals from the proposed commercial centre.

Cominco Plans $5 Million Chemical Unit

Consolidated Mining & Smelting Co. has decided to proceed with a long-planned chemical plant.

Construction will start immediately on a $5 million plant to produce urea, a chemical which has fertilizer, animal feed and industrial uses.

Plant will be built adjacent to Cominco's present chemical fertilizer operation at Calgary. It will have a capacity of over 36,000 tons annually.

Completion is scheduled for mid-1960.

A high purity prilled or pelleted product and special solutions will be made specifically to meet the growing demand for these fertilizers in the northwestern U. S., company states. A ready market is also available in the midwest U. S. and western Canada, it is said.

The new product will require the expansion of storage and distribution facilities of **Cominco Products, Inc.** at Spokane, Wash. and other points in U. S.

Urea has an exceptionally high nitrogen content — 45%. This and other properties make it valuable as an agricultural chemical.

In the field of animal husbandry, it is used as a feed supplement.

The chemical also has industrial applications particularly as a constituent of some types of plastics.

Cominco is one of North America's pioneer chemical fertilizer producers and one of the largest, with operations at Trail and Kimberley, B.C., and Calgary. It will be the first producer of urea in western Canada.

Cyanamid of Canada Ltd. has just completed Canada's first plant for urea production at Hamilton, Ont.

THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

REMOVAL AND/OR UTILIZATION OF FLY ASH FROM STEAM GENERATING STATIONS LOCATED IN TORONTO AND VICINITY

SEALED TENDERS, in triplicate, addressed to the undersigned, 620 University Avenue, Toronto 2, Ontario, and clearly marked:

"REMOVAL AND/OR UTILIZATION OF FLY ASH FROM STEAM GENERATING STATIONS LOCATED IN TORONTO AND VICINITY"

will be received up to 4.30 o'clock p.m., Eastern Daylight Saving Time on

MONDAY, June 1, 1959

for the handling and removal of all fly ash from the Commission's present and future coal-fired generating stations in the Toronto area.

Tendering documents and detailed information may be obtained from J. G. Taylor, Manager, Surplus Equipment & Materials Department, Ontario Hydro, Box 905, Islington, Ontario.

The successful tenderer, whether he proposes to process the material on the site or remove it without processing, may be required to furnish a performance bond in a form approved by the Commission and issued by a bonding company licensed as such in the Province of Ontario and acceptable to the Commission for 100 per cent of the total amount of the contract.

The lowest or any tender will not necessarily be accepted.

E. B. Easson,
SECRETARY

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Company Report

Pulp and Paper

CROWN ZELLERBACH CANADA LTD., Vancouver, consolidated net profit of $5,667,000 for 1958 was 51.1% higher than 1957's $3,750,000.

Combined dollar sales were up 7.7%. Above-average pulp and paper shipments in October-November offset lower sales in the first three quarters resulting from strike in January-February, President P. T. Sinclair reports.

Kraft paper sales remained firm, but excess productive capacity weakened prices. Corrugated carton business was also affected by excess productivity.

Lumber and plywood sales picked up in the second half, but prices declined. Offshore lumber sales declined gradually, due to declining prices and increased freight rates.

Paper, paperboard and kraft pulp production totaled 326,901 tons, down 1.3% from 1957's 331,371 tons.

Lumber output was 192 million fbm, up 30.3% from 147 million fbm a year earlier. More than half of this increase is attributed to production from new Elk Falls small log sawmill.

Shingle production increased 22.9% to 117,000 squares, and plywood production was up 4.2% to 80 million sq. ft.

Elk Falls No. 2 machine produced its first kraft and newsprint paper for the Canadian market.

Major plant expansion undertaken three and a half years ago was concluded by mid-1958. No major capital additions are planned for 1959.

A new corrugated container plant in Kelowna, B.C., went into production early in 1959.

New Winnipeg head office and warehouse is being built by company's Hudson Paper division.

Approximately 70 miles of logging roads were built in 1958.

Company purchased **Bridge Lumber Co.**, Richmond, B.C., a mill employing 115 people and specializing in custom sawing cedar, and **Clark Papers Ltd.**, a fine and coarse paper distributing company which operates on the Prairies and employs 80 people.

Outlook for 1959 is expected to be a continuation of the 1958 pattern, the president says.

CONSOL. INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
	$	$
Net sales	84,874,000	78,789,000
Net earnings	19,237,000	14,357,000
Less: Debt int.	1,580,00	1,338,000
Bd. disc. & expn.	22,000	23,000
Depr., depl. & amort.	6,631,000	5,554,000
Income tax	5,347,000	3,791,000
Net profit	5,667,000	3,750,000
Less: Pref. divds.	120,000	120,000
Class A divds.	271,000	.....
Com. divds.	4,473,000	6,513,000
Surp. for year	803,000	*2,883,000
*Deficit.		
Earnings per Share and Dividend Record:		
Preferred	$283.51	$187.00
Paid	6.00	6.00
Ordinary ($2)	.....	0.49
Paid	0.12½	0.87½
Class A	†15.36	....
Paid	0.75	....
Class A & ord.▪	0.74	....
Ord. paid▪	0.50	....
†Before participation.		
▪After stock redesignation in May, 1958.		
Shares o/s as at Dec. 31:		
Preferred, $100 par	19,989	19,989
Class A, $2 par	361,206	.....
Ordinary, $2 par	7,085,344	7,446,550

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$5,871,000	$6,222,445
Accts., etc., rec., less res.	10,389,000	5,706,562
Inventories	22,775,000	23,524,338
Prepaid exps.	591,000	729,998
Total curr. assets	39,626,000	36,483,363
Def. chgs.	753,000	971,235
Misc. assets	779,000	772,991
Fixed assets*	75,332,000	74,806,898
Timberlands†	23,384,000	24,195,496
Leases, etc., less w/o	2,389,000	2,464,251
Total assets	142,263,000	139,694,236
Bonds pay.	.....	954,000
Accts., etc., pay.	9,775,000	7,544,343
Taxes pay.	2,190,000	115,900
Total curr. liab.	11,965,000	8,614,243
Long-term debt	28,276,000	31,496,578
Def. inc. tax	7,541,000	5,906,000
Capital stock	16,892,000	16,892,000
Capital surplus	8,824,000	8,824,000
Earned surplus	68,765,000	67,961,415
*After depr.	51,954,000	47,521,889
†After depletion and amortization.		
Working capital	27,661,000	27,869,120

Note—In 1958, company's method of accounting for inc. tax was changed, and was made applicable for prior years, to reflect in the accounts the tax effect of the excess of accelerated depreciation deducted for tax purposes over straight-line depreciation recorded in accounts. These changes are reflected in both years above.

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SEE YOUR JAGUAR DEALER

Parliament's Business

By FP's OTTAWA STAFF

Right of an Opposition

OTTAWA (Staff) — The Opposition spent most of the week harrying Mr. Fleming as he piloted his last 1958-59 supplementary estimates through the House of Commons.

The estimates covered the final $285 million of spending for the current fiscal year and were the largest of the four supplementaries.

The Opposition demonstrated again that it can muster a good co-ordinated attack.

Mr. Fleming fielded most of the questions but at one point the Opposition scored a neat victory.

They forced Mr. Fleming to let an item stand over until he could produce a piece of information requested.

Traditionally, supplementary estimates, especially final supplementaries are steered through the Commons by the Minister of Finance, acting alone. His colleagues sometimes don't even attend.

By approving original estimates, the House is deemed to have approved all the government's major spending programs in principle. Supplementary estimates are usually extra amounts required to complete programs which have already been approved.

Usually, therefore, the Minister of Finance has only to give brief progress reports about programs which everyone knows about.

Sometimes this takes a bit of doing; because the Opposition musters all its specialists to try to lay traps for the Minister of Finance.

And no one, not even Mr. Fleming, can provide an indefinite supply of detailed answers to technical questions in all departments.

But for the better part of two days, Mr. Fleming appeared to do just that.

He made a little speech about a gift of two clerk's tables to the Parliament of the West Indies. He dwelt for a time on the Colombo Plan, then handled with ease questions about his own department and the Department of Justice.

There came a Labor Department item — $100,000 to provide for expenses of a special service branch which promoted a program for combating seasonal unemployment.

And what, pray, was this all about, the Opposition wanted to know?

Mr. Fleming's advisers had supplied him with three pieces of information about the $100,000:

- The expenditure had to do with appeals to individuals throughout Canada to undertake their own programs to provide employment during the winter.
- $5,000 was for "publication of informational material."
- $95,000 was "for newspaper, radio, film and other publicity."

Well, how much is required for each purpose, the Opposition wanted to know?

What do you mean by "other publicity"?

What advertising agencies are involved?

If the Opposition really wanted to know how the money is spent they could look in the public accounts a year from now and find a detailed breakdown, Mr. Fleming suggested.

Would the Minister allow the item to stand over until he can obtain the information, J. W. Pickersgill asked?

No, no, shouted Conservative members.

If the Minister of Labor were in the chamber, suggested Opposition leader Pearson, perhaps he would have that information about advertising agencies.

The outcome was that Mr. Fleming did let the item stand until the following day, when he produced the breakdown asked for.

The victory was not a big one. Mr. Fleming could have pushed the item through. But it did confirm the right of a small opposition to receive answers from a government with a big majority.

Public 'Voice' For N.B. Board?

From Our Own Correspondent

SAINT JOHN — A "People's Advocate" may appear in future before the New Brunswick Board of Commissioners of Public Utilities.

Ordinarily the board sits in Saint John. It handles corporate applications on most issues involving the broad public interests in the fields of rates and prices.

R. G. L. Fairweather, attorney-general of New Brunswick, says his department has under study the appointment of an officer to represent the public in general at board hearings to see that both sides of any question are brought out before the board.

Hardee Adds Florida Lands

Acquisition of 9,000 additional acres in Florida has boosted land holdings of **Hardee Farms International Ltd.**, Sherrington, Que., to 25,000.

The new acreage is adjacent to the 9,000 acres already owned by Hardee in south central Florida. President Bram Dees described it as "one of the few remaining virtually frost-free areas of Florida not already producing citrus."

Company expects that the 5,000 acres, which it will develop for citrus groves in Florida, will be self-supporting after 3½ years, and yielding three boxes of fruit per tree at the end of five years. Yield should increase to 600-700 boxes per acre in 15 years.

Work is beginning at once to increase capacity of Hardee's forage dehydration plant at Lake Placid, Fla., from 12,000 to 20,000-25,000 tons annually.

Recently issued preferred and common shares of Hardee (FP, March 14) were called for trading this week on the Toronto Stock Exchange. In over-the-counter trading prior to listing, the common shot up to $17 per share from its issue price of $6.

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FP-158

ON THE RECORD

The Progress of Measures Before Parliament To March 24

HOUSE OF COMMONS:

- Gave first reading to:
  - —26 divorces.
- **Gave second reading to:**
  - —Bill S-13, Canadian General Council of Boy Scouts Association.
  - —Bill S-14, Congregation of the Sisters of the Holy Family of Bordeaux.
  - —Bill S-15, **Co-operative Fire and Casualty Co.**
  - —Bill S-16, **Foothills Pipe Lines Ltd.**
- Gave third reading to:
  - —Bill S-11, Evangelical Mennonite Conference.
  - —Bill C-35, two months' interim supply, $617 million.
  - —Bill C-36, fourth supplementary estimates $285 million.
  - —33 divorces.

THE SENATE:

- Gave second reading to:
  - —Bill S-17, **Export Finance Corp. of Canada.**
- Gave third reading to:
  - —Bill S-15, S-16 (see above).
  - —Bill C-26, appoint judicial and administrative officers in Northwest Territories.
  - —Bill C-29, increase expenditures under Trans-Canada Highways Act to $350 million.
  - —Bill C-30, extend term of Fisheries Improvement Loans Act.
  - —Bill C-33, changes in administration of proceeds of civil servants' inventions.
  - —Bills C-35, C-36 (see above).
  - —26 divorces.
- **Royal assent was received to:**
  - —Bill S-4, **Waterloo Mutual Insurance Co.**
  - —Bill S-5, Canadian Medical Association.
  - —Bill S-7, **Gore District Mutual Fire Insurance Co.**
  - —Bill S-8, **Boiler Inspection and Insurance Co. of Canada.**
  - —Bill S-9, **North American Accident Insurance Co.**
  - —Bill S-10, **Baloise Fire Insurance Co. of Canada.**
  - —Bill C-27, Establish Court Martial Appeal Board.
  - —Bill C-28, Housing Act amendments.
  - —Bill C-25, Increase limit on borrowings by St. Lawrence Seaway Authority.
  - —Bills C-26, C-29, C-30, C-33, C-35, C-36 (see above).
  - —95 divorces.

Show Equipment, Safety Methods At IAPA Meeting

Safety demonstrations, equipment exhibits and a panel discussion will highlight the 42nd annual meeting of the 25,000-member Industrial Accident Prevention Associations of Ontario.

Scheduled for Toronto April 6-7, the meeting is expected to draw more than 4,000 delegates and visitors.

Canadian Army will demonstrate emergency rescue methods to the meeting. There will also be an exhibition of industrial safety equipment, a movie presenting road accident scenes, demonstration of correct lifting methods by a weight-lifter and a panel discussion by experts on industrial uses and hazards of radioactive materials.

Some 50 firms are expected to exhibit safety equipment at the meeting, according to R. G. D. Anderson, general manager of the association.

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OPEN-MINDED PERSON	85.0	7.9
ALERT PERSON	82.8	7.9
MODERN, PROGRESSIVE PERSON	81.1	7.7
UNIVERSITY GRADUATE	79.4	7.6
DEEP-THINKING PERSON	79.3	7.6
COMMUNITY-MINDED PERSON	77.6	7.5
BUSINESS EXECUTIVE	75.9	7.4
LAWYER	71.0	7.2
HOUSEWIFE	68.2	6.9
VOLUNTEER WORKER FOR CHARITY	68.4	6.8
WELL-TO-DO FACTORY OWNER	67.4	6.8
DOCTOR	66.6	6.8
STORE OWNER	62.8	6.4
WORKING WOMAN	59.8	6.1
SALES CLERK	49.8	5.5
FACTORY WORKER	49.8	5.4
GARAGE MECHANIC	40.9	5.1
TAXI DRIVER	38.5	4.9

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Do These CCF Deals Mark Retreat from Socialism?

There are big question marks behind the Saskatchewan government's move to get rid of two crown companies . . .

From Our Own Correspondent

SASKATOON — Despite its socialism, Saskatchewan's CCF government never was anxious to get into business for business' sake and it welcomed the chance to shed two of its enterprises.

That seems to be the underlying factor in a decision last fall to allow two crown corporations to become co-operatives.

The two — **Saskatchewan Fish Marketing** and **Saskatchewan Government Trading** — have been operating in the northern part of the province since late in the 1940s.

The government will get $275,000 for the trading organization, payable in annual installments of $12,000 at 4% interest.

Price of the fish marketing service is $250,000, although the terms are not known.

It's understood the government will retain control until the ventures are half paid for, at which time members of the co-ops will elect their governing board and carry on.

Since announcement of the switch from government agencies to co-ops, little has been said except for brief reference in the Budget Speech in the Legislature in February. However, there have been several questions:

- Is North America's only Socialist government changing its views about government ownership?
- Will it dispose of other crown corporations?
- Were there difficulties in operation of the two crown corporations?
- What has been the reaction in the north of the province and elsewhere?
- Does this represent failure as did the collapse of some other crown corporations in Saskatchewan?

To get answers, **FP** conducted a series of interviews. Main finding:

Government was never particularly happy with the two northern crown corporations but felt it had to set them up as a service to the area.

A source close to the cabinet told **FP**:

"There was no doubt in the minds of many cabinet ministers that there were probably better methods. But the crown corporations were introduced as a temporary measure in what seemed to be the logical step to help natives who couldn't handle their own affairs in the best way."

He said the people of the North had no knowledge of how to finance these ventures and did not have the education to make them successful.

"Now," he added, "they are better able to look after themselves."

Government Trading was aimed at assisting the trapper — providing stores where he could deal. But throughout the years, other stores began to move into the North, some operated on a co-operative basis, and these found success.

Similarly, though the Fish Marketing Service was designed to provide an outlet for fishermen, it was found that co-operatives formed by residents of isolated areas worked as well.

So it seemed that a shift to co-ops was a natural move. General feeling is that profits will be better under the new setup.

Commenting on the crown corporations, Provincial Treasurer C. M. Fines said:

"They have performed tasks of real social and economic significance . . . Over the past 10 years, they handled sales and services totaling some $11 million, and have paid their way without cost to the government."

The change met with opposition from the CCF party's Old Guard. One veteran Socialist told **FP**: "It's a drawback. Government control should be extended."

Another CCFer, more moderate in thinking, said there was room for government ownership but there are limits. "In the insurance business, in gas, electrical, and telephone fields, it's fine," he said. "But a government has no business entering certain other fields."

He referred to the Saskatchewan government's "failure" with other crown corporations.

"The government erred," he stated, "by not conducting a thorough enough research program."

Crown corporations that closed down in Saskatchewan were a tannery, boot factory, woolen mill, brick plant and box factory.

Should Government Trading and Fish Marketing be added to that list?

Best answer: No.

Basic CCF policy is to nationalize industry; but a more moderate view is taken so that this does not cover **all** or even **most** industry, as it once did.

CCF policy, too, is to foster development of co-operatives.

Of course, the moderate CCF attitude toward socialism was helped by crown corporation failures. "In Saskatchewan the party rushed into a great many and got its fingers burned," said one political observer.

Change from crown corporations to co-ops in Saskatchewan's North is reported to be well received. A series of meetings approved the switch in the Fish Marketing setup.

Any opposition that can be found takes this form:

"The government used our money to get the crown corporations going and making a profit. Now the government is turning them over to a special section of the population which will be the main one to benefit."

One informed assessment of the switch from crown corporations to co-operatives came from a man who used to be a school teacher in the North.

"This is a wonderful thing because of the boost in morale the natives receive to know they've reached the stage where they have a share in managing their affairs."

With the change, the number of crown corporations in Saskatchewan will be reduced to 11.

When 13 were in operation in 1958, this was the picture, according to Provincial Treasurer Fines:

"Reflecting the general strength of the provincial economy, the total volume of business transacted by the whole group of 13 enterprises rose to $71 million.

"That is an increase of more than 12% over 1957.

"At the year end, the number of workers employed stood close to 5,500 and the wage and salary bill for the year amounted to $21 million, up 15%.

"The companies made payments to municipalities in lieu of taxes of some $564,000. In addition, the public treasury received over $578,000 in royalty revenues.

"Among the highlights of the year were the record earnings of the **Insurance Office** and the Sodium Sulphate Division of **Saskatchewan Minerals.**

"The only one to incur a deficit, **Saskatchewan Government Airways,** nevertheless carried on its essential transportation role in the development of the North," Mr. Fines said.

Will other crown industries go down the road to co-operation?

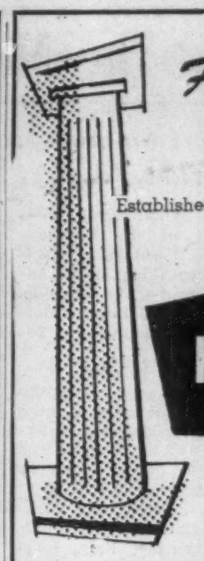
It seems possible. But the big utilities — power, telephones, transportation — seem permanent members of the government family.

CCF Companies

Summary of results of operations of Saskatchewan crown corporations for financial years ending in 1958 (as quoted in the Budget Speech, February, 1959):

	Surplus for year $
Sask. Government Airways	16,701*
Sask. Timber Board	459,178
Sask. Fish Marketing	30,631
Sask. Fur Marketing	8,910
Sask. Government Trading	12,862
Sask. Government Insurance Office	427,097
Sask. Guaranty and Fidelity Co.	4,481
Sask. Clay Products	21,803
Sask. Sodium Sulphate	218,286
Sask. Government Printing	49,135
Sask. Transportation Co.	71,445
Sask. Power Corp.	9,104,586
Sask. Government Telephones	3,567,240

*Deficit



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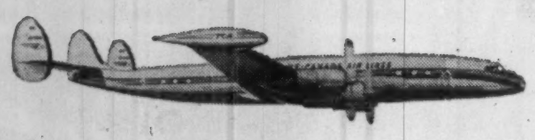

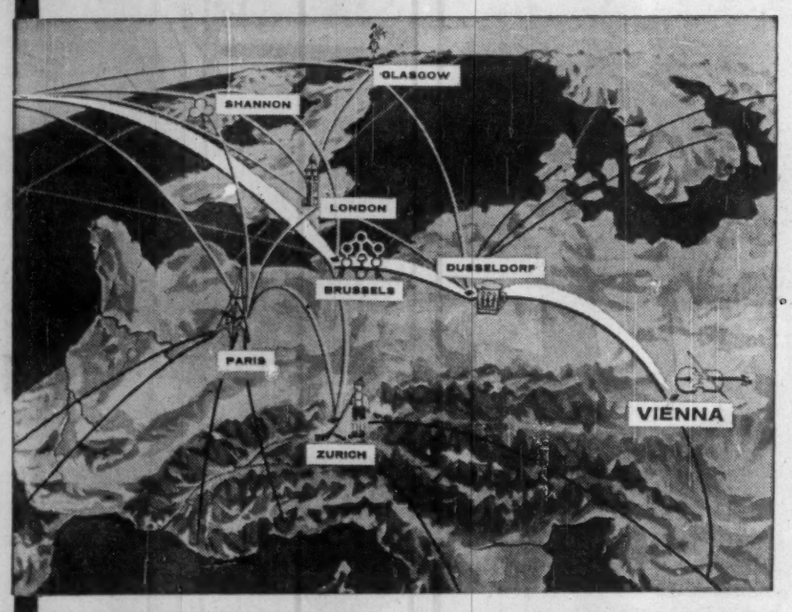

CANADA AND AUSTRIA LINKED FOR THE FIRST TIME

From May 1st, a new TCA service will take you direct from Montreal to Vienna, without change of plane. Austria will be more easily accessible from Canada than ever before. From Vienna, a key centre in Europe's air network, connections will be available to all parts of south-eastern Europe.

Business travellers will find the new service an important addition to TCA's wide choice of destinations in Europe. For the vacationer, it opens up exciting new prospects. Austria, one of the most attractive holiday areas in Europe, will be only a night away. Here are all the beauties of a friendly people. The romance of old Vienna, and the blue Danube gliding by, lives on.

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Company Report

Financial

CANADIAN GENERAL SECURITIES LTD., Toronto, net profit of $701,619 for 1958 was 2.8% higher than 1957's $682,758.

Profits of subsidiary companies net consolidated have been included only to the extent of dividends received, Chairman and President A. E. Naylor says.

Market value of investments at Dec. 31, 1958, was $10,521,297 ($8,005,877 a year earlier). There was no substantial change in the investment portfolio during 1958.

Authorized capital stock was decreased by cancelation of 458,626 preferred shares which had been redeemed in 1957.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net income	$1,132,120	$1,113,063
Less: Expenses	289,306	303,196
Deprec.	16,421	15,649
Income tax	124,685	111,460
Net profit	701,619	682,758
Less: Divds.‡	567,600	567,600
Surplus for year	134,019	115,158

‡Not incl. shs. held by subsid.

Earnings per Share and Dividend Record:

Cl. A & B, n.p.v.	$1.24	$1.20
Paid	1.00+stk.†	1.00+stk.▲

▲Approx. ⅛ pref. sh. $1 for each Class A and Class B sh. held.
†¼ of 1 pf. sh. ($1 par) for each Class A and Class B held.

Shares o/s as at Dec. 31:

Class A, n.p.v.*	258,200	258,200
Class B, n.p.v.	309,400	309,400

*Not including 5,680 shs. held by subsid.

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$363,062	$377,139
Accts. rec.	236,149	174,561
Inv. in subsids.†	748,693	734,226
Other invests.‡	257,046	257,046
Accr. int.	3,181	2,326
Office equip.*	49,860	49,862
Total assets	1,757,990	1,695,160
Total curr. liab.	304,419	219,993
Capital stock	33,894	33,894
Distrib. cap. surp.	748,402	505,129
Capital surplus	143,320	458,626
Earned surplus	527,955	477,628
†Mkt. value	10,090,034	7,625,072
‡Mkt. value	431,263	380,805
*After depr. res. of	71,572	61,493

▲After deduction of $405 for 5,680 shs. held by subsidiary company.

CNR SPENDING

From Our Own Correspondent

NEW GLASGOW — An estimated $4.3 million will be spent by **Canadian National Railways** this year on projects in the New Glasgow division, including track and roadbed improvements, new equipment and improvement to other facilities. Heaviest spending, $1.25 million, will be in the Sydney sub-division.

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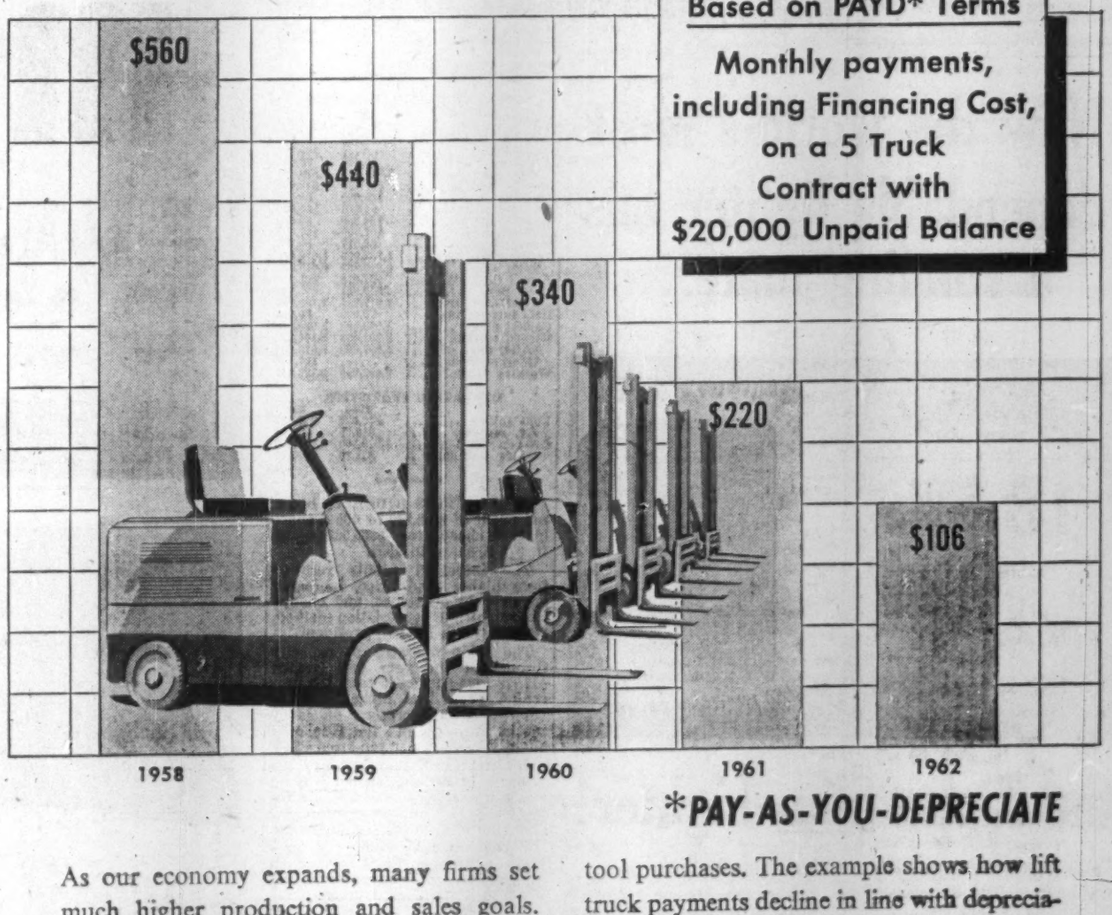

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ANNOUNCEMENT

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E. C. HIPGRAVE

Appointment of E. C. (Ted) Hipgrave as an account supervisor at Young & Rubicam, Ltd., has been announced by Trevor G. Goodman, vice-president and manager, Toronto office. Mr. Hipgrave, who has had extensive experience in advertising through many years of association with two major Canadian agencies, also brings to Y&R an important media background as a former general manager of the editorialized advertising column "Confidentially Yours" and as managing director of Class 'A' Newspapers of Canada.

What the Man Said:

The Common Market is a world market . . .

DR. S. L. MANSHOLT, vice-president of the European Economic Community Commission, speaking at the annual meeting of the Canadian Council for the International Chamber of Commerce in Toronto, said:

"As Europe becomes more prosperous, as the European Common Market helps to bring about a higher standard of living, so it will need more and more of the goods which its trading partners can supply.

"At this moment, the European community (Belgium, France, Germany, Italy, Luxembourg, Netherlands) is the world's largest importer of raw materials, larger even than the U.K. or the U.S. It is in the process of becoming the world's largest exporter of manufactures.

"In all, it now accounts for some 17.5% of the world trade, second only to the U.S. Imports represent 66% of the national product in the Benelux countries, 20% in Germany and from 10% to 15% in France and Italy.

MANSHOLT

Its average real income per head is already 50% of that in the U.S.

"Here, then, is a vast market of 165 million consumers and a market in the process of expansion.

"We in the Common Market don't believe in creating merely preference areas in the world. What we want is freer trade and meet the needs of all countries.

"The Common Market implies more than the removal of tariffs and the liberalization and elimination of quotas.

"It also implies the establishment of common policies, in particular a common commercial policy and a common external tariff. It resembles a customs union and even goes further than that.

"The eventual aim of the Common Market will take the form of something, in the economic sphere, very like a federation of states."

NHBA Proposes Raising Loans

A delegation from National House Builders Association presented two resolutions to Howard Green, public works minister, last week in Ottawa.

First resolution advocated NHA maximum loans be raised from $12,800 to $13,800. Mr. Green said he was not prepared to recommend further amendments to the National Housing Act this session of Parliament.

Second resolution advocated reduction of the mortgage insurance fee on NHA loans. Mr. Green said a reduction at this time was not possible. Economic conditions in at least two areas of Canada may, he said, result in some demands on the mortgage insurance fund.

Next Big Piggyback Boom On Canada-U.S. Rail Runs

MONTREAL (Staff)—Piggyback's next big burst of growth probably will be on rail runs crossing the Canada-U.S. border.

One international run has already been announced for trailers-on-flatcars, many more are known to be under consideration.

Both **Canadian National Railways** — the Canadian partner in the new Toronto-New York service — and **Canadian Pacific Railway** are looking closely at possibilities of linking large piggyback networks now existing in Canada and the U.S.

There are certain obvious chances for international service.

If the service to New York is a success, it could be extended to Philadelphia and beyond.

Another apparent "natural" for CNR: Toronto to Detroit, Chicago and points beyond, such as St. Louis.

CNR owns rail lines extending to both Detroit and Chicago, has joint ownership of a line to Toledo.

Many industrial and port areas on the U.S. eastern seaboard may turn out to be logical for international piggyback connections with Toronto and Montreal.

Montreal may be less attractive than Toronto as a cross-border terminal from the CNR's point of view.

That's because the ideal international piggyback arrangement would give each of the partner railways — Canadian and U.S. — a substantial amount of business on lines it owns or controls.

CNR lines from Toronto probably are more suitable in this respect than those from Montreal.

Though CPR might not be in so favorable a position as far as owning rail in the Eastern U.S. is concerned, it's likely it could make deals with U.S. lines to major cities, if demand justifies.

Full development of international service in the West probably will lag behind events in the East — as was the case in piggyback expansion inside Canada.

CPR may be in a good spot if western links look economical. It controls almost 5,000 miles of rail in the north-central states, through the **Minneapolis, St. Paul and Sault Ste. Marie**, the **Wisconsin Central** and the **Duluth, South Shore and Atlantic.**

Meanwhile, Canada's railways will watch the pioneering Toronto-New York run closely. What they see will help them decide upon additional international connections.

This service uses rail-owned trailers, thus excluding those belonging to for-hire truckers.

Whether international transport of for-hire truckers' trailers can be arranged is another question which may soon be answered.

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ANNOUNCING

Important appointments in Canadian Industry, Finance, Business and Government

Air France (New York)—John L. Black, appointed public relations manager for Canada.

Bank of Montreal (Montreal) — Arthur C. Jensen, appointed chairman and chairman of executive committee; G. Arnold Hart, president and chief executive officer; R. D. Mulholland, general manager.

Braun of Canada Equipment Ltd. (Rexdale, Ont)—A. H. Simmons, appointed president and general manager; L. M. Taws, vice-president.

British Timken (Canada) Ltd. (Toronto)—J. C. Leahey, appointed general manager.

Canadian Food Products (Toronto) —Howe Martyn, appointed vice-president, marketing.

Canadian Industries Ltd. (Montreal) —R. B. Winsor, appointed vice-president.

Canadian National Railways (Montreal) — Frederick Raymond Weatherly, appointed chief accountant, freight; William R. Corner, assistant comptroller revenues; Russell F. McCharles, admin. assistant to comptroller.

Charterhouse Canada Ltd. (Toronto) —Claude E. Boillot, appointed director.

Eastern Townships Textile Association (Sherbrooke)—Gordon Kittson, appointed president; J. Connor, 1st vice-president; J. Trembley, 2nd vice-president.

Grace Line (New York)—Daniel D. Chabris, appointed assistant manager, Great Lakes operations.

Oregon Saw Chain Ltd. (Guelph, Ont.)—A. A. Reid, appointed sales manager.

Payne-Ross Ltd. (Toronto) — Ian F. Gilbert, appointed senior consultant.

Peace River Power Development Co. (Vancouver) — Wallace B. Haughan, appointed director.

Pipe Line Contractors Association of Canada (Edmonton)—D. J. Baldwin, appointed president; G. Walker, 1st vice-president; E. A. Hooper, 2nd vice-president.

Renold Chains Canada Ltd. (Toronto) — Dennis H. Milnes, appointed president.

Royal Securities Co. (Montreal) — F. Hubert Fairbanks, admitted as a partner.

United Asbestos Corp. (Montreal)—Bartlett Pinkham, appointed director.

Company Reports

Mining

CAMPBELL RED LAKE had a net profit of $1,614,256 or 40c a share in 1958 ahead 6% from $1,520,173 in the preceding year.

Higher grade of ore and better mill recovery coupled with higher gold price accounted for the improvement, C. W. Michel, president, states in the annual report.

Because of the better earnings, dividends were increased by 1¼c per share to 36¼c.

Company arranged to undertake underground exploration of **Craibe-Fletcher** ground in return for stock options which could lead to eventual control.

A 20% interest was taken in the shaft sinking and development program of **H. G. Young Mines.**

Outside exploration activity has been increased through a 30% interest in exploration activity of **Dome Mines** as of January 1. The agreement covers a five-year period.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Bullion production ...	$5,090,632	$4,856,811
Oper. expenses	2,202,349	2,139,333
Oper. profit	**2,888,283**	**2,717,478**
Add: Other inc.	118,801	113,081
Less: Depr.	423,841	403,424
Preprod. exp. w/o .	70,000	68,962
Taxes	895,000	836,000
Outside expl. w/o .	3,987	.....
Net profit	**1,614,256**	**1,520,173**
Less: Dividends	1,449,819	1,399,825
Surplus for year	**164,437**	**120,348**
Earned per Share	**$0.40**	**$0.36**
Paid	0.3625	0.35
Shares o/s as at Dec. 31:		
Common, $1 par	3,999,500	3,999,500

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash & bullion	$1,376,515	$1,385,462
Treas. bills, etc.	2,363,193	1,721,095
Govt. bonds†	.....	192,700
Accts. rec.	70,486	73,465
Total curr. assets ..	**3,810,194**	**3,372,722**
Mat. & supplies	578,440	618,720
Misc. assets	125,820	99,570
Def. dev. less w/o	64,986	134,987
Investment	123,350	38,006
Mining props.	197,500	197,500
Townsite props.	83,317	80,267
Fixed assets*	1,332,945	1,472,066
Total assets	**6,316,952**	**6,013,832**
Accts., tax., etc., pay.	767,973	699,283
Divd. pay.	549,931	499,938
Total curr. liabs. ..	**1,317,904**	**1,199,221**
Def. income tax	70,000	50,000
Capital stock	1,620,595	1,620,595
Earned surplus	3,308,453	3,144,016
*After depr. of	4,297,599	3,878,085
†Market value	.....	197,100
Working capital	**2,492,290**	**2,173,561**

OPERATING STATISTICS

	1958	1957
Tons milled	256,524	236,412
Av. recovery	$19.85	$18.94
Ore reserves, tons	1,079,100	1,043,500
Grade ($35 gold) ..	$23.10	$23.17

SIGMA MINES (QUEBEC) had a net profit of $395,299 or 40c a share in 1958 ahead from $366,532, equal to 37c a share in 1957.

The increased profits resulted from higher gold price, increased government assistance, and change to straight-line depreciation method, reports C. W. Michel, president.

The mine operated at capacity throughout the year and treated 417,777 tons ahead 4% from the preceding year. The higher tonnage coupled with increased efficiency meant that cost per ton rose only slightly to $5.36 per ton from $5.34.

Underground preparations are under way for sinking an internal shaft to develop deeper ore. To finance this $1.2 million program the company temporarily cut dividends.

Participation in exploration program of **Dome Mines** started in January. A 10% interest for five years has been undertaken.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Bullion production ..	$2,611,977	$2,520,415
Less: Oper. exps.	2,259,308	2,169,370
Add: Cost-aid	164,000	123,500
Misc. inc.	55,286	52,207
Net earnings	**571,935**	**526,752**
Less: Outside expl. ..	375	3,962
Income tax	73,000	54,000
Deprec.	103,061	102,238
Net profit	**395,299**	**366,532**
Less: Dividends	250,000	350,000
Surplus for year	**145,299**	**16,532**
Earned per Share	**$0.40**	**$0.37**
Paid	0.25	0.35
Shares o/s as at Dec. 31:		
Common, $1 par ...	1,000,000	1,000,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash & bullion	$381,048	$420,167
Govt. bonds (cost)* .	994,850	1,000,168
Accts. rec.	102,284	80,693
Short-term notes	391,509	340,447
Total curr. assets ..	**1,869,691**	**1,841,475**
Mat. & supplies	366,877	396,390
Prepaid exps.	9,351	13,333
Claims & props.	481,500	421,800
Bldgs. & equip.s	309,319	214,548
Total assets*	**3,[illegible]**	**2,887,546**
Accts., etc., pay.	2[illegible]99	203,632
Taxes payable	54,199	44,573
Divd. pay.	100,000	150,000
Total curr. liab. ...	**338,098**	**398,205**
Inc. tax res.	14,000	.....
Capital stock	1,000,000	1,000,000
Surplus	1,634,640	1,489,341
▲After depr. of	2,509,749	2,406,881
*Market value	959,400	956,700
‡Includes cost-aid.		
Working capital	**1,481,593**	**1,443,270**

OPERATING STATISTICS

	1958	1957
Tons milled	417,777	403,171
Av. recovery	$6.25	$6.25
Ore reserves, tons ...	1,409,700	1,440,700
Grade ($35 gold) ...	$7.98	$8.00

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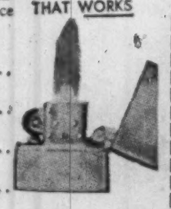

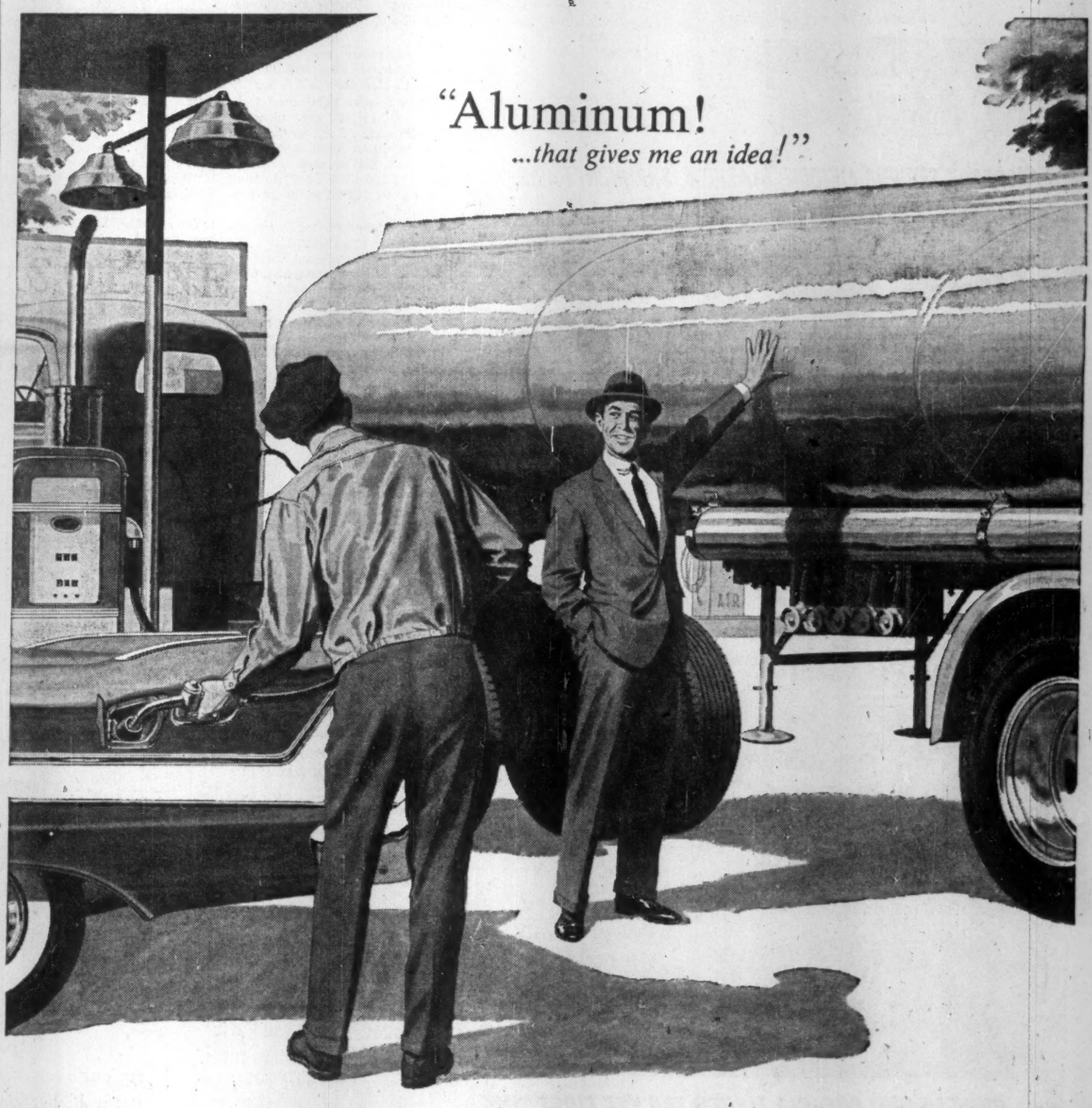

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Aluminum is showing up everywhere these days. More and more truck bodies, for example, are being made of ALCAN aluminum. Its lightness makes bigger payloads possible, cuts operating costs. The ever-widening use of this versatile modern metal is the result of the development of new alloys, improved fabricating and welding techniques, consumer demand and ALCAN "know how".

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ALCAN are the people to see about everything concerning aluminum. They are leaders in its development and set its standards of quality. ALCAN has over fifty years' experience in aluminum and is the major source in Canada for sheet, wire, rod, bar, foil, extrusions, castings and ingot.

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HONOR WOMEN

Rural women of the world will be honored by Canada's Post Office. It will issue a special stamp May 13 to commemorate the development of the Canadian Women's Institutes, les Cercles des Fermieres and similar groups in other countries into the world-wide, six-million-member Associated Country Women of the World.

YOUR TAXES

An exclusive FP column of comment on the trends in personal and business taxation.

Will the New Budget Bring $300 Million Tax Increase?

By JOHN G. McDONALD, LL.M.
McCarthy & McCarthy, Toronto

THE Canadian Tax Foundation recently estimated expenditures for the fiscal year commencing April 1 of $5.8 billion and forecast revenues of only $5 billion at existing tax rates.

Now that the Minister has announced that the budget will come down shortly after the Easter vacation, the season is open for predictions concerning tax rates.

The size of the deficit and the government's fear of inflation make it obvious that some increase in the burden of taxation is probable.

The government is in the position of being obliged to throw water upon the inflationary fires of its own making. The budget of the Department of National Health & Welfare is now approaching $1.5 billion and this is the department charged with handing out to spenders the money extracted from the country's savers through taxation.

My own forecast is that because inflation can be curbed only if the buying power of the general population is reduced, the expected tax increases will affect Canadians in all walks of life and at all income levels.

My guess is that the government will expect expansion of the economy to make up $200 to $300 million of the $800 million deficit and will raise an additional $300 million through increased taxes.

How Would Ottawa Increase our Taxes?

It is always interesting to speculate about the type of tax increases a minister of finance is likely to bring down. **This year my guess is that there will be a 2% increase in the three major taxes—personal income tax, corporation income tax and manufacturer's sales tax.**

Such increases would raise the bottom rate of personal income tax from 11% to 13%, raise corporation tax rates from 20% on the first $25,000 of annual income and 47% on income in excess of $25,000 to 22% and 49% respectively.

This would mean, in Ontario, corporate rates of 24% and 51% after addition of the Ontario Corporation Income Tax for which no federal credit is granted.

The manufacturer's sales tax would be increased to 12% including the 2% levied under the Old Age Security Act.

All this would still leave us with a deficit of $200 to $300 million and would still fail to cover the deficit under the Old Age Security Act which is dealt with each year outside the Budget.

An impartial observer from Mars would comment that while we seem to want a welfare state we are unwilling to pay for it; or conversely, we don't want a welfare state but we haven't the courage to say so when election time rolls around.

Oil Lease Traders Find Gains Taxable

In the case of **Sheddy v. Minister of National Revenue** the Exchequer Court recently held that a group of businessmen who formed a syndicate for the purpose of acquiring and exploiting government oil and gas leases in Alberta were thereby carrying on a taxable business.

The taxpayers argued that they acquired the oil leases in question for the purpose of developing them for the production of oil or gas, and that the profit derived from the sale of the leases was therefore a capital gain.

The court rejected this argument, finding that the syndicates were formed for the purpose of carrying on a business for profit, and that the acquisition of leases and the sale of them was one of the contemplated modes of carrying on the business or executing the scheme for profit-making from which profits were realized.

Because "business" as defined by the Income Tax Act includes a "trade . . . or undertaking of any kind whatsoever and . . . an adventure or concern in the nature of trade," Mr. Sheddy and his fellow members of the syndicates were properly taxed.

Individuals engaged in the promotion of mining properties — as distinguished from oil and gas properties — are entitled to a complete tax exemption in situations similar to the Sheddy case.

Under Section 83 of the Act a prospector—that is, an individual who prospects or explores for minerals or develops a property for minerals — is entitled to exclude from income cash or corporate shares received by him in exchange for a mining property or interest therein acquired by him as a result of his efforts as a prospector or developer.

A similar exemption is granted to the financial backers of a prospector who share the expenses of prospecting or developing a mineral property.

Western oil men may well wonder why they are not entitled to the same favorable treatment.

Premium on Mortgage Ruled Taxable Here

In his recent judgment in **No. 593 v. Minister of National Revenue,** the chairman of the Tax Appeal Board has given careful consideration to the so-called "Cohen Rule" under which mortgage discount received by a non-professional lender has been held to be a return of capital, and therefore free of tax under the Income Tax Act.

Taxpayer No. 593 advanced the sum of $100,000 to a corporation in January 1952, and the loan was secured by a promissory note having a face value of $113,000 and bearing interest at the rate of 4% per annum.

The term of the note was only six months. At the end of that period the corporation was unable to repay the loan, and the note was renewed for a further period of six months at a further premium of $13,000 plus interest at the rate of 4%.

The Tax Appeal Board held that the premium of $26,000 was taxable as income to the lender.

The Board distinguished No. 593 from the Cohen Case on several grounds:

1. It "seems" that No. 593 borrowed the money from the bank for the purpose of making the loans in question.

2. The taxpayer was familiar with the money lending business and owned shares in a finance company.

3. The loans in question were secured by a pledge of securities and the security was adequate. The heavy risk of loss found to exist in the Cohen Case was therefore not present in the case of No. 593.

4. The loans here were for a much shorter term than the loans in Cohen's case.

5. The loans here were made directly by No. 593, while in Cohen's case the taxpayer merely purchased existing loans from others.

Even if it's Sideline You May Be Taxed

Apart from distinguishing the Cohen Case on its facts, the Tax Appeal Board seems to have held that a premium paid for a loan—or discount earned—may be income from property even if the lender is not engaging in business in connection with the loan transaction.

The Board said: "It cannot be denied that in the present appeal the taxpayer would have had no interest whatever in this transaction if he had been restricted to nothing more than a rate of interest at 4% on the amount of the money advanced. As he said with such candor at the hearing of the appeal, he was interested because of the amount that he had been offered.

"What did this extra amount in fact constitute? Was it interest? Was it additional interest, or was it a payment for the service rendered to the borrower in making him the loan? . . .

"Section 6 (b) of the Income Tax Act must be read along with what is contained in the judgments just discussed. The Act would seem to make it plain that interest includes amounts received in the year as interest or on account or in lieu of payment of, or in satisfaction of interest."

The same can be said, of course, concerning discount on Government of Canada bonds. No one will buy them at par. Therefore the discount a purchaser receives on redemption of the bond is "on account or in lieu of payment of, or in satisfaction of interest," and legally taxable.

EXECUTIVE SECRETARY

Is required by

The Professional Institute of the Public Service of Canada

Salary
$8,000 to $11,000 per year depending on qualifications.

Other Benefits
Three weeks' vacation, sick leave, pension plan, etc.

Duties
To be responsible to the President and the Honorary Secretary-Treasurer of the Institute for the management of the National Office; to assist in handling appeal procedures, and in recruitment activities of the Institute; to travel across Canada and address group and branch meetings as required; to assist in the preparation of briefs and representations to the Government and other bodies; to maintain liaison between the various committees of the Institute and to perform other related duties as required.

Qualifications
Graduation from a university of recognized standing or the equivalent; ability to represent the Institute as required; ability to present material verbally and written in a clear and concise manner; a number of years of administrative and organizational experience; familiarity with the interests of professional people and organizations; familiarity with the Government of Canada and its relationships with staff associations; personal suitability; satisfactory physical condition.

All applications will be treated in confidence.

The envelope containing the application must be marked "Application—Executive Secretary".

Applications must be made in writing not later than April 15, 1959, to:

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The Professional Institute of the Public Service of Canada
378 Elgin Street, Ottawa 4.

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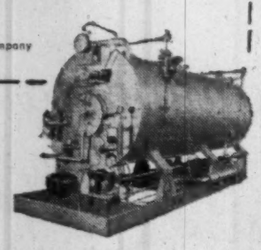

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Ten miles of Lighting
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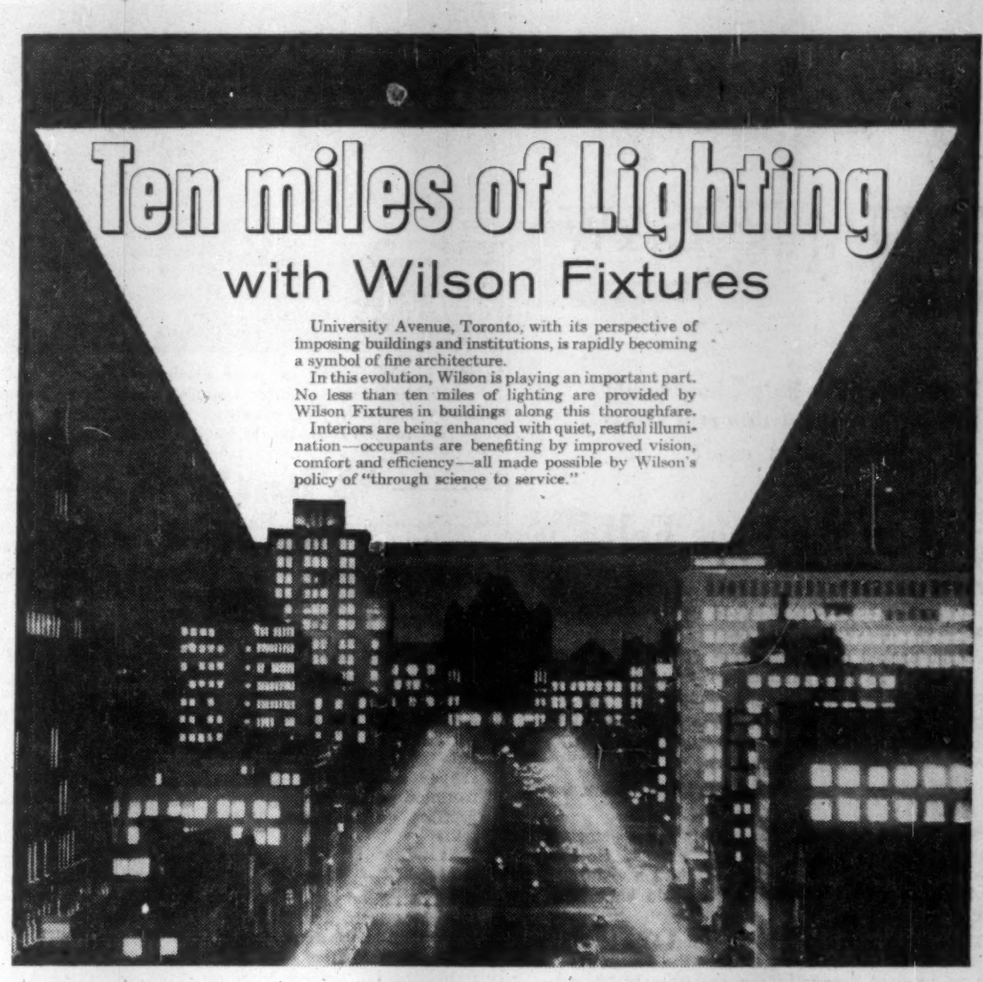
University Avenue, Toronto, with its perspective of imposing buildings and institutions, is rapidly becoming a symbol of fine architecture.

In this evolution, Wilson is playing an important part. No less than ten miles of lighting are provided by Wilson Fixtures in buildings along this thoroughfare.

Interiors are being enhanced with quiet, restful illumination—occupants are benefiting by improved vision, comfort and efficiency—all made possible by Wilson's policy of "through science to service."

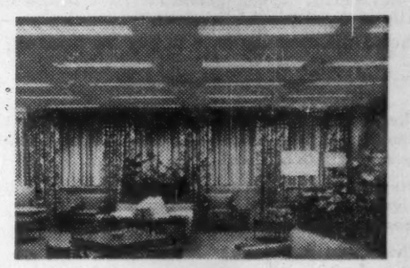


Shell Building Illuminated by Wilson Fixtures

One of the showplaces on University Avenue is the Shell Building, soaring up 170 feet to 14 storeys and symbolizing half a century of company growth in Canada.

This fine building is illuminated by Wilson. Over 3500 2-lamp, 4 ft., fluorescent Wilson "Winnipeg" Alsac parabolic Troffers are recessed into the ceilings of offices, foyer and boardrooms.

The installation is one of the largest of its type in the Toronto area. Architects were Marani and Morris. Consulting Mechanical and Electrical Engineers were Wiggs, Walford, Frost and Lindsay. Electrical Contractors were Canada Electric Co. Ltd.



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Québec City car registrations have increased by 139% in five years!

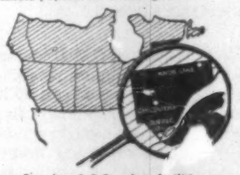
(THE INCREASE FOR ALL CANADA WAS 39%)

More and more Québec City families are buying new cars these days—reflecting the growing prosperity of this French-Canadian market. Up around the flourishing Chicoutimi district an 87% increase in automobile registration was recorded for the last five years.

This is only one product on which sales are multiplying year by year. Total retail sales for the metropolitan zone soared well past the quarter billion dollar mark last year and nearly half a billion more were reported for the other areas served by "Le Soleil & L'Evénement Journal".

So if you're looking for "preferred position" for your product advertising, be sure to investigate the lucrative markets of Québec's capital and points Nor' by East! Wide-awake to the advantages of modern appliances and an up-to-date way of life, these prosperous, growing areas beckon to all types of quality merchandise as well as luxury goods.

The territory covered by Le SOLEIL & L'EVENEMENT-JOURNAL is 95% French-speaking. Only 13% of the whole population is bilingual.



Complete R.O.P. colour facilities are available.

Complete coverage of this prosperous territory is provided by only one daily paper

LE SOLEIL & L'ÉVÉNEMENT-JOURNAL is read by 93% of French households in the Québec City zone. In Chicoutimi, a special daily edition is home-delivered the day of publication to 75% of French households. In villages and towns all over the territory, this daily (which is home-delivered as far as 300 miles away) enjoys an exceptionally dense circulation.

In addition to wide distribution of your advertised message, this leading newspaper's services include the solicitation of hookers, spot checks, telephone surveys, promotions to the trade and other helpful contacts. Why not call one of our representatives for further information about the markets we reach? Look through a few issues of the paper. You're sure to appreciate the top-style appearance and excellent reproduction of both colour and black and white material.

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ABC circulation over 385,000

YOU AND THE LAW

If you were the judge, how would you have decided this real Canadian court case?

When the Bags Fell

The X Co. had a good business supplying feed to farmers in the area. The company would deliver or sell stock direct from its warehouse.

George backed his truck to the warehouse door to load the feed he had purchased. Since he was in a hurry he began to help with the loading.

Hustling about the job he failed to notice a tall pile of feed tip and start to fall. Several of the 100-lb. bags struck him injuring his back.

The company was soon defending an action for damages.

"The bags could not have been properly stacked or they would never have fallen," claimed George. "The company has known this to happen before. I had business on the premises and should have been warned of the danger."

The company argued: "George entered the building of his own free will. He must know the possibility of such an accident happening and therefore he has voluntarily assumed the risk involved."

Should the company have to pay the damages?

The purchaser had an interest in the product. The warehouse was not a forbidden area to him, thus, he had every right to be there.

Despite previous occurrence, there were no warning signs posted and no warning was given to George personally.

There was a duty on the company to warn of dangers of which it knew or ought to have known.

It failed in this duty and hence was responsible for the damages.

Based on a decision of the Supreme Court of Ontario.

By H. T. G. ANDREWS

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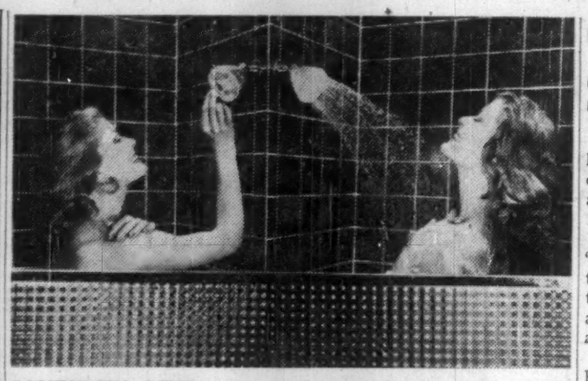

SOMETHING NEW in your shower: Chrome and plastic shower head that provides foaming spray of softened water, slightly scented. Non-alkaline, water-softening pellets are loaded into shower head through trap door.

What's New

New products, new uses, new ideas, new money-makers, FP reports them here and invites your contributions. Write to 481 University Ave., Toronto.

Any-Shape Boring

A U.K. firm is ruining the old engineering trade joke in which new apprentices are asked to "bore a square hole." The Birmingham firm has developed a special tool box — a lathe attachment — which permits boring not only square, but a variety of polygon shapes as well. It can be mounted on several different types of capstan and turret lathes.

* * *

New Carbon Paper

Newly-developed "live" copying sheet introduced by U. S. carbon and ribbon maker. It "recuperates" after each use, indicating big savings in costs to the large consumers of carbon paper. It's made of material that looks like carbon paper, but uses plastic and solvent as chief ingredients in the process. A pigmented fluid inks the paper leaving a smudge-proof permanent image. Savings from the all-purpose, one-grade product are said to run between one-third and one-half for average companies.

* * *

Small Ship Pump

Pressure set is designed as complete self-contained, factory-assembled unit to supply fresh water or salt water to all parts of small vessels. Pump is used to fill tank with air under low pressure before pumping water, by opening air cock on suction side of the pump. On closing air cock, pump is switched over to water and continues pumping until water level rises within the tank and air pressure reaches 40 lb. per sq. in. A pressure switch cuts off motor and pump.

* * *

One Man Handles It

Swedish-made hydraulic truck crane, designed for mounting on trucks, trailers and tractors, said to be economic in item-by-item loading and unloading when this is a frequent operation. Only one man is needed to drive the truck and perform crane functions. Also usable as a small stationary crane, it has a place in construction for placing materials in position, laying pipe, and similar jobs.

* * *

Small Preheater

Packaged air preheater, needing only duct and power connections, is being offered for small plant boiler use. It makes available to these small operations — in the 25,000 lb. to 200,000 lb. steam per hr. range —the manufacturer's regenerative heat recovery system. Fuel saving of more than 10% is claimed.

* * *

Fragrant Showers

New shower head of chrome and clear plastic, with small trap door for insertion of special pellets, produces a foamy spray of softened water. The spray is lightly scented (for women) but the fragrance vanishes with clear water rinse (to keep men happy).

* * *

New Literature

Pamphlet from **CGE** shows Canada's yearly electrical output from 1930 to 1958 . . . new booklet on arc welding, its history and development, issued by **ESAB Arc Rods**, Montreal . . . **Roneo Co.**, Toronto, offering booklet on psychological use of color in packaging, advertising . . . water-cooled steel belt conveyors described in 20-page booklet from **Sandvik Canadian Ltd.**, Montreal . . . catalogue of ceramic standoff insulators issued by Centralab division, **Globe - Union Inc.**, Milwaukee . . . new-type bearing, making weakest part of power shovel its strongest part, described in booklet from **Maase Equipment**, Montreal.

Quebec Power Spending Rises

MONTREAL (Staff)—**Quebec Power Co.** plans capital expenditure of $2.9 million in 1959, annual meeting was told. In 1958: $2.6 million.

President J. A. Fuller said "We should have sufficient funds to carry out our proposed capital expenditure program until about mid-1961 without raising additional funds."

General Manager Henri Béique said sales of electricity last year rose 8.2% to 1,232 million kwh. The system peak load reached 272,800 kw, an increase of 14.5%.

Quebec Power is a subsidiary of **Shawinigan Water and Power Co.**

Photo Trade Meet But Won't Exhibit

Convention of the Master Photo Dealers & Finishers Association will be held in Toronto Sept. 14-16.

But members of Canadian Photographic Trade Association, representing manufacturers and distributors, will not exhibit their products at the convention.

CPTA members represent a big proportion of exhibitors at each dealer show but, because of cost factors, feel they cannot exhibit every year, association spokesmen say.

The dramatic facade of this new office-warehouse of E. R. Squibb & Sons, Division of Olin Mathieson Chemical Corporation, consists of 4'×8' panels of translucent ivory Plexiglas. Fluorescent tubes behind the panels provide complete luminosity at night. Letters and trademark reproductions are also Plexiglas.

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The luminous facade shown above is just one of the many ways PLEXIGLAS acrylic plastic is being used in building applications. Others are dome skylights, lighting diffusers and lenses, signs, daylight-control panels, spandrels, partitions, and decorative glazing. The reason for this variety of uses? PLEXIGLAS combines light transmission with wide color range, out-door stability, light weight, resistance to breakage, and ability to be formed to almost any shape.

Write for the names of building products made of PLEXIGLAS, and for technical information and assistance on your specific projects.

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Bank Staff Changes

Toronto-Dominion:

C. J. INGRAM, attached to the personnel department, eastern division, Montreal, transferred to head office relief staff, Toronto.

T. R. DAVIES, an assistant inspector, head office, Toronto, to be credit officer, King & Yonge Sts., Toronto.

D. A. CARMAN, credit officer, St. Lawrence & Ontario, Montreal, to be credit officer, St. James & McGill, Montreal.

Royal:

B. W. ROTHWELL, Ottawa, to be manager, Bank & Heron, Ottawa.

J. W. M.* DOWKES, manager, Lansdowne & Park, Peterborough, Ont., to be manager, Pillette & Wyandotte, Windsor, Ont.

R. H. SLOAN, assistant manager, St. Catherine & Stanley, Montreal, to be assistant manager, St. Catherine & Bleury, Montreal.

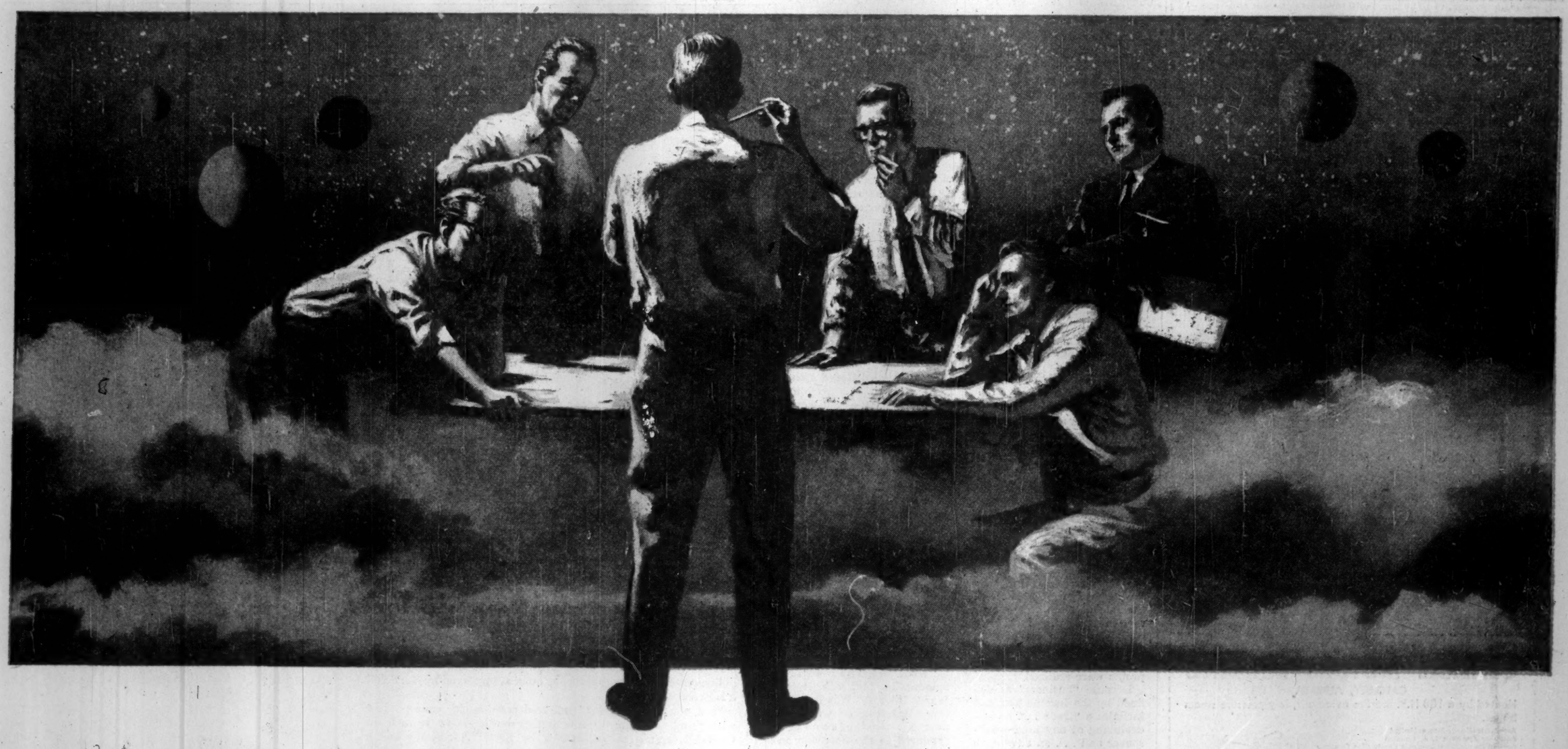
Nova Scotia:

R. A. GALLAGHER, to be an assistant inspector.

N. DAGENAIS, to be accountant, Brownsburg, Que.

B. J. GIESBRECHT, assistant accountant, Jasper & 115th Street, Edmonton, to be accountant, South Edmonton, Alta.

R. A. E. REHN, accountant, South Edmonton, to be accountant, North Hill, Calgary, Alta.



Creative engineering opens new horizons in mass transportation!

GM DIESEL'S ALL-CANADIAN ENGINEERING TEAM SPARKS NEW ADVANCES IN POWER AND TRANSPORTATION ENGINEERING!

Today, with technology advancing at a tremendous pace, the demand for creative engineering is at a new peak. And creative engineering is the specialty of GM Diesel's Project Engineers!

This unique group of Canadian-trained engineers is continually seeking out new applications of Diesel power, new improvements on existing machines, entire new concepts of power and transportation engineering. In recent years, for instance, they have extended their leadership in locomotive engineering design, and now are far ahead in this highly complex and far-reaching field.

It was this leadership that enabled GM Diesel to produce the model GMDH-1 Diesel-hydraulic locomotive—first of its type to be engineered and built in Canada! This versatile engineering group also performed design studies for Diesel-electric generator installations for helping solve the many problems of rugged Canadian operating conditions.

Around the core of this creative group, the whole GM Diesel organization builds its philosophy—a forward-looking approach to the broad problems of Canada's future. In this philosophy—an attitude of mind that creates new basic concepts of power and transportation engineering—the sky's no limit!

GENERAL MOTORS DIESEL LIMITED
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TODAY AND IN THE YEARS TO COME, LOOK TO GM DIESEL FOR FURTHER ADVANCES IN POWER AND TRANSPORTATION ENGINEERING!

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N.B. LOG DRIVE

Special Correspondence

CAMPBELLTON, N.B. — The annual log drive on the Restigouche River this spring is expected to bring down river 325,000 cords of pulpwood for the **International Paper Co.** plant at Dalhousie and the **Fraser Companies Ltd.** mill at Atholville.

ANNOUNCEMENT

BATHURST ANNOUNCEMENT

R. H. CHRISTIAN

The retirement of R. H. Christian, at his own request, from the office of Executive Vice-President of Bathurst Power & Paper Company Limited was announced by R. L. Weldon, President, at the conclusion of the Meeting of Directors held on March 23rd immediately following the Annual General Meeting of Shareholders.

Mr. Christian has been a Director of Bathurst Power & Paper Company Limited since 1954 and is continuing an association with the Company having been re-elected a Director at the recent Annual General Meeting and thereafter elected a Vice-President by the Board.

Don't Cry Wolf In Your Office

How good are your business communications—the way you give orders, pass along ideas, ask for information? Not sure? Better read this . . .

By ERNEST W. FAIR

"Putting across your ideas, instructions and orders in the quickest and most effective way is an assurance to better results in any businessman's office," we heard an expert declare at a recent convention.

"From my own experience I know not one out of five businessmen have developed their business communications methods to that level. It is one of the big neglected points today."

Business communications, and particularly those involved in direct orders or requests for action and information, are too much taken for granted today.

Many executives lose out in their communications efforts simply because they do not know when to use each of the methods of doing the job.

Using the wrong method always eats up valuable time.

There are four basic channels of communication for business procedures:

Telephone — It has speed, permits quick give and take, but it can result in misunderstanding wherever detail is concerned.

Person-to-person — Enables one to show and explain but requires more time than other methods and requires spontaneous thinking.

Informal notes and memos — They take less time and provide a positive record but they tend to put others on guard and get slowed up in office routine.

Formal reports — Best where completeness is needed. Give one time for organization of all material and information but sometimes take far too much time and slow reading blocks action.

Every business action taken by any executive falls into one of these categories but seldom will one handle every problem or situation which arises in the business day.

Surveys show the average executive tends to use one almost exclusively yet top efficiency can be obtained only by selecting the one procedure which will get each job done properly.

It very definitely pays to learn to use all four every day of the business week. Where the executive has developed a habit of relying on one he can be definitely assured of getting the work done quicker and at less cost by picking up use of the other three.

When selecting any communications method keep in mind the person on the other end, his or her strength and weakness, likes and dislikes.

The man who is a slow reader will hold up a written communication.

The hard-of-hearing may have difficulty with telephone conversations.

Some people detest formal reports and will actually put them aside as long as possible before taking action.

There is also the question as to whether or not the communication is really needed by the person to whom it is directed.

There is little business sense in spending a lot of time drawing up a formal written communication for the individual fully capable of giving us everything we need by a simple telephone request.

Another check point should be making certain the communication is going to the right source for the information wanted or the action to be taken.

If it must be kicked around from one individual to another until it arrives at the proper spot we have wasted a great deal of time all through the organization.

Surprisingly enough it is also important to ask oneself whether or not one actually communicates often enough.

Also, and of most importance, we are much more apt to secure quick response if the other fellow involved is thoroughly familiar with our communications procedures.

Like just about everything else an executive does in his work the more they are used the more proficient he becomes with them.

Here is a good suggestion offered by several executives from their own experience in good communications usage — don't overplay to secure action.

There is always a tendency to bear down hard when we are in a hurry or need quick action.

It pays to remember the fable about the little boy who kept crying "Wolf" — the moral applies equally well in employment of communications procedures.

The executive who constantly hollers "emergency" is certain to fail to receive it when needed most desperately.

Communications can often be made more effective by switching from one to the other.

The man who uses the telephone a lot can often increase results by occasionally backing it up with a personal contact or he soon becomes just another voice on the telephone insofar as the other individuals are concerned.

It also pays to pick the right time and place in communications.

Asking for information of an individual when he or she is up-to-the-ears in a particular task will secure far less honest co-operation than if directed toward that person when working at less demanding jobs. This is particularly so when a high degree of accuracy or detail is involved.

Another good axiom is to communicate only when the matter is actually important. "Oh, that guy — tell him I just stepped out," is a frequent answer given one's telephone calls when one abuses the other fellow's time with unimportant communications.

Where the matter is of utmost importance and the time element for response is particularly vital it is always good procedure to follow through with another method of communication than that first used. A memo after a telephone call can spur quicker response than if we wait for action to follow the call alone.

And here is a small point but **one of importance nevertheless** —it is always best to pick the time when you yourself are in your best possible mood, shape or temper. One thinks better—is able to create a more pleasant atmosphere and secure better response.

It also pays to make certain that the method we have selected does not entail unnecessary extra work for the other fellow.

Brevity and conciseness in all communications assures best results too.

Finally, it pays to assume the other fellow has a responsibility to follow through and let him know you feel that way.

Cities Service Sales Up 24%

In 1958 sales of **Cities Service** products in Ontario and Quebec increased 24%.

Within the foreseeable future the new Toronto refinery's crude oil requirements should be met entirely by Cities Service production in northwestern Canada, the annual report states.

At end of 1958 Cities Service Co. had a net interest of more than 1 million acres in Canada in addition to 20,000 acres of leases which are now producing.

By end of the year a potential production capacity of approximately 12,000 b/d on the basis of normal proration regulations, had been developed in the Keystone-Pembina areas of Alberta. Actual production was at a lower level, due to unusually severe prorationing.

The largest known deposits of hydrocarbons anywhere in the world are the oil sands in the Athabasca River area of Alberta. These deposits are estimated at not less than 300 billion bbls.

In this vast area, Cities Service and **Richfield Oil Corp.** have a commanding land position.

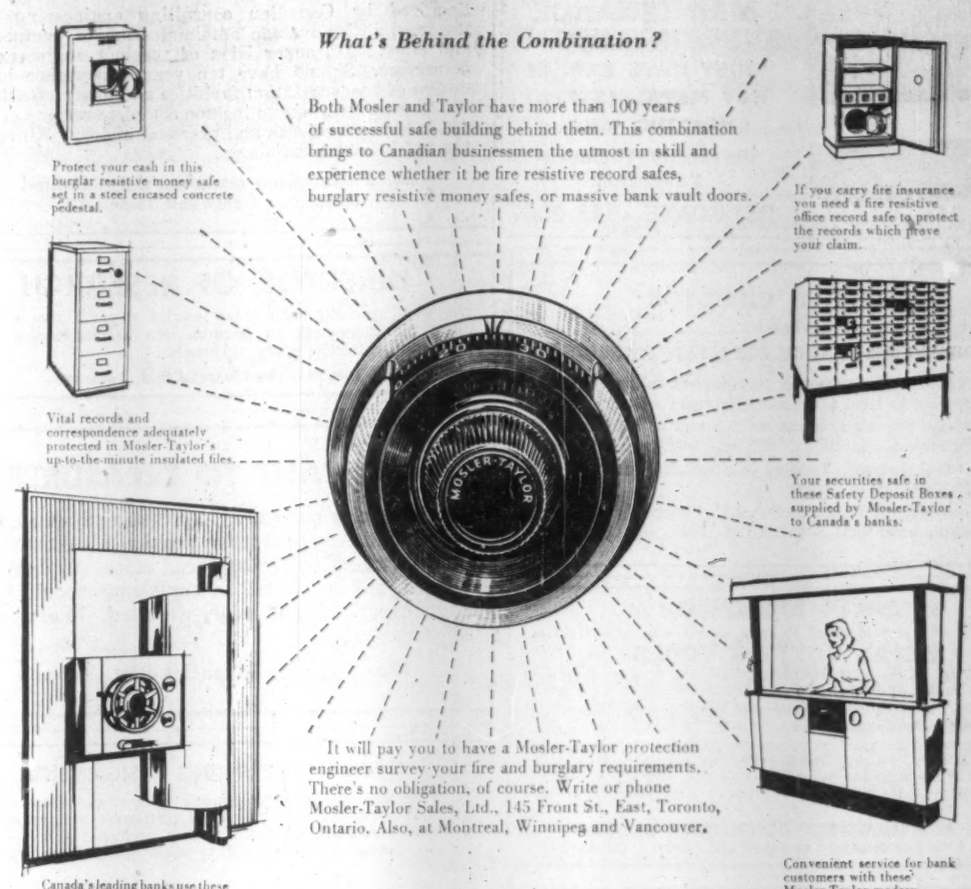
Companies are now constructing a pilot plant to determine the technical and economic feasibility of recovering liquid hydrocarbons from the deposits lying close to the surface.

At the same time they are experimenting to determine whether nuclear energy can provide a commercial means of releasing liquid hydrocarbons from subsurface deposits.

A Great Combination Mosler-Taylor

What's Behind the Combination?

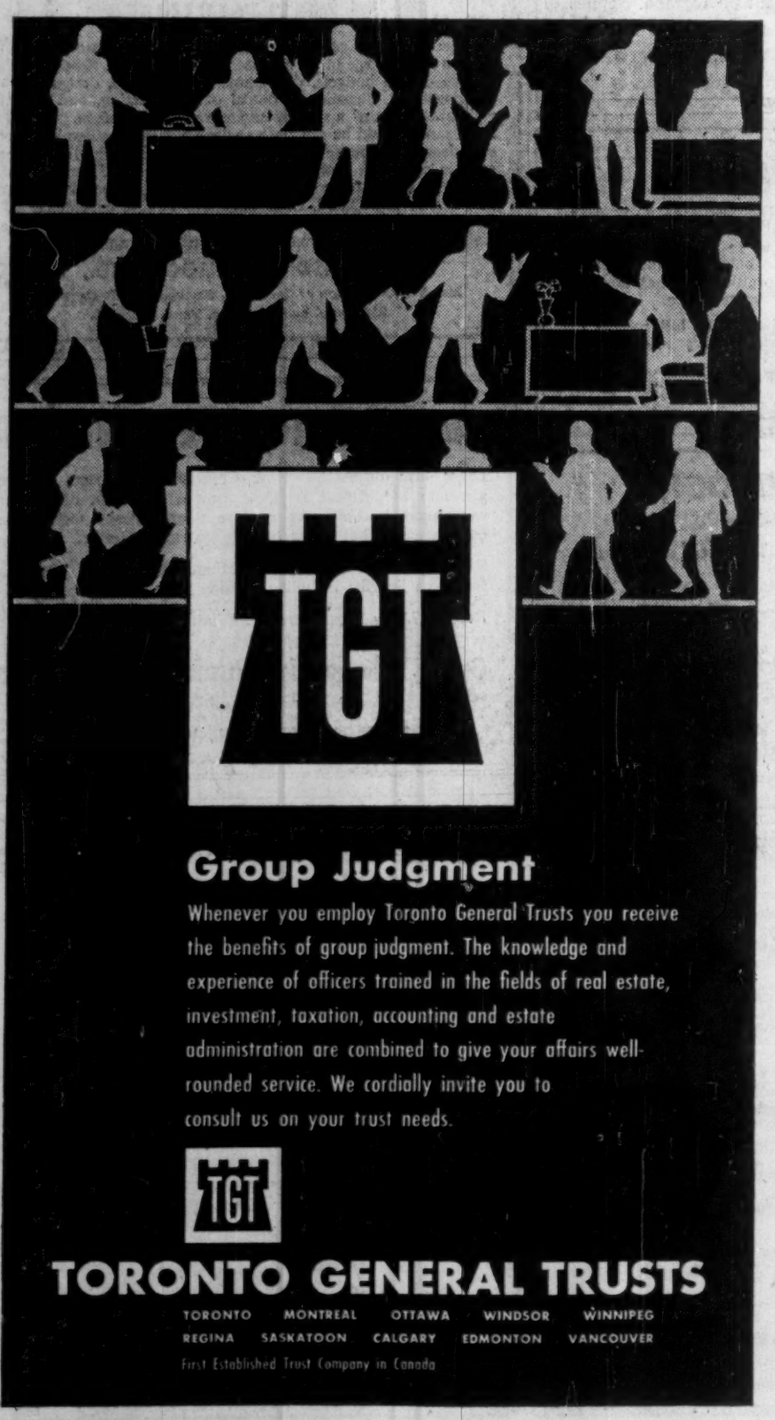
Both Mosler and Taylor have more than 100 years of successful safe building behind them. This combination brings to Canadian businessmen the utmost in skill and experience whether it be fire resistive record safes, burglary resistive money safes, or massive bank vault doors.



for safety's sake

BUY CANADIAN

Canada's largest manufacturer of safes and bank vaults



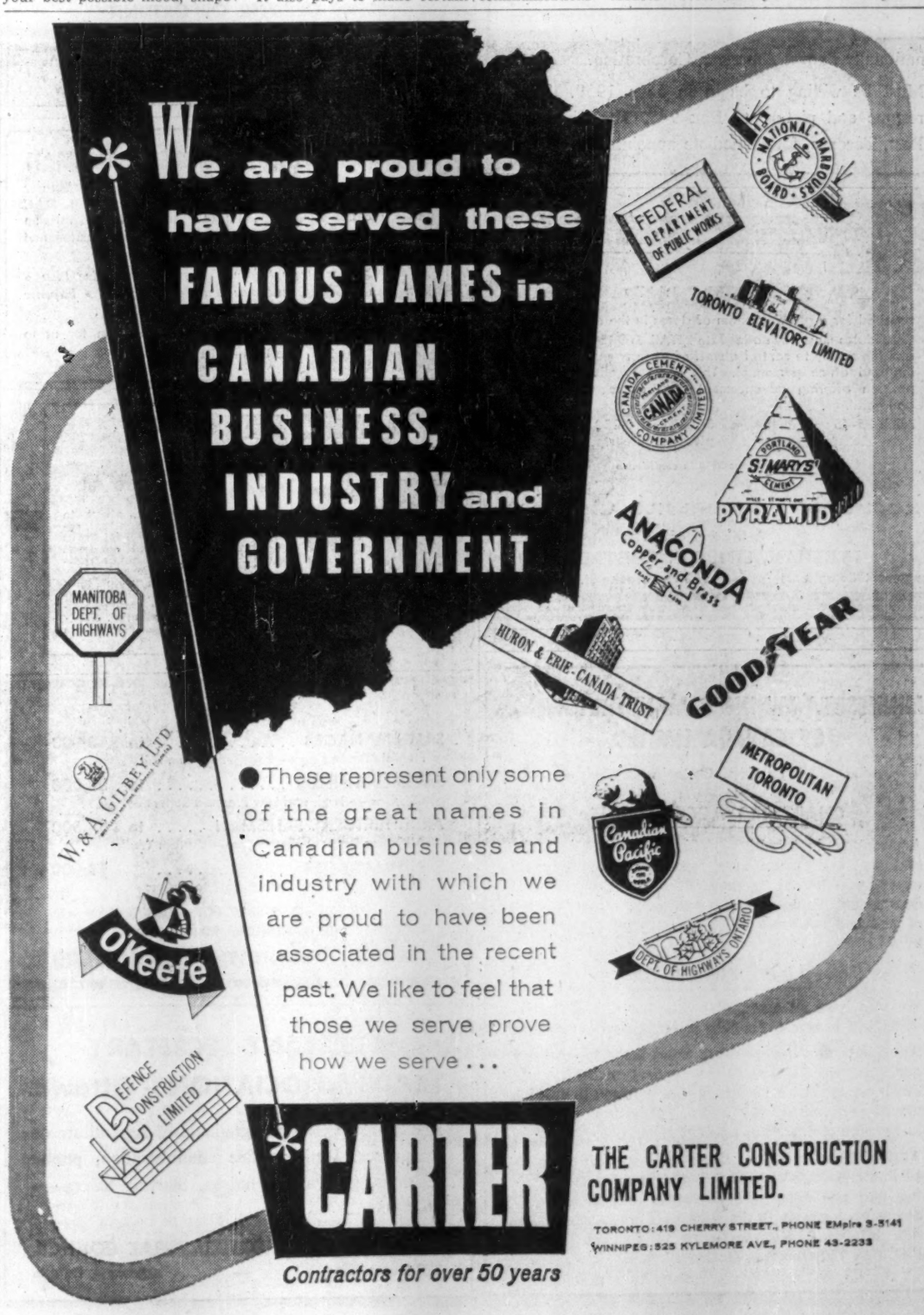
Boost Diamonds For Canadian Industrial Use

U.S. and South African interests are combining to push development of the industrial diamond market in Canada.

A new company, **Consolidated Diamond Development Co.**, will engage in research to broaden the uses of natural diamond abrasives for wheelmakers and other users.

Backers are **Engelhard Industries of Canada,** subsidiary of U.S. firm, and the **De Beers** diamond organization of South Africa. Each hold 50% interest in new company.

With initial capital of $300,000, the research company expects to cover all phases of diamond abrasive use in collaboration with users of these products.



PLACEMENT
ONTARIO A CENTRE FOR EXECUTIVES AT ALL LEVELS
OPC
SUITE 304
97 EGLINTON E.
TOR. 12, HU. 1-6301

HAVE CAMERA — WILL TRAVEL
Freelance motion picture photographer will produce 16 mm. industrial or documentary film anywhere in the world. Send details for price quotation.
Box 981, The Financial Post, Toronto.

SCIENCE AND LAW GRADUATES
in mid twenties desires position representing scientific, chemical or pharmaceutical firm in Western Canada.
Reply Box 939,
The Financial Post, Toronto

UNIVERSITY GRADUATES
Two Hungarians, European University and practical training, graduating 1959 M.E. Canadian University want positions with future, also North, Arctic. Good references.
Box 915, The Financial Post, Toronto

CAREERS
This is Canada's national meeting place for executives who have positions to offer, and for those who have ability to offer

DISPLAY ADVERTISING RATES
$9.80 per col. inch per insertion (70 cents per agate line, 14 lines constitute one inch). Closing date — Copy must be in Toronto Office by Monday a.m. Display advertising in this section payable in advance.

OPPORTUNITY WANTED
Experienced Employment Supervisor, 34 years of age seeks opportunity to better himself financially. Minimum starting salary $4,800 per annum.
BE 1-7359 or Box 932,
The Financial Post, Toronto

REAL OPPORTUNITY IN ECONOMIC RESEARCH
Here is a rewarding position for a man with M.A. Degree Major in Economics and Statistics. It requires a man who is under 35 and has had one to three years' experience in forecasting. He will be responsible for the design, development and presentation of forecasts, and the preparation of studies of the economic aspects of marketing.
Please reply in writing, giving details as to age, education, and experience, to:
STAFF PERSONNEL DEPARTMENT
IMPERIAL TOBACCO CO. OF CANADA, LIMITED
BOX 6500, MONTREAL, P.Q.

a.g. heighington associates
WA 4-8131
Suite 407, Yorkville Towers
Toronto 5, Canada

MECHANICAL MAINTENANCE SUPERINTENDENT
MUST HAVE EXP. IN HOT METAL (STEEL) ROLLING MILL.
University Technical Education.
RELOCATE. $12,000.

CIVIL ENGINEER
Required by Canadian consulting engineering firm. Responsibilities include administration of engineering and office staff, supervision of resident engineers and inspectors. Should have ten years experience in the design of transportation facilities and heavy structures. Written applications to include complete resume of education, job experience and personal history. All replies treated in strict confidence.
A. D. Margison and Associates Limited
30 Eglinton Avenue East, Toronto 12

DIRECTOR OF RESEARCH
University graduate with senior market research experience to direct six economists on research into hospital-medical field. Permanent, attractive salary and benefits.
Box 984, The Financial Post, Toronto

MARKET RESEARCH OFFICER
A graduate in economics or engineering with at least two years' experience in Market Research is required for the economics research group of the B.C. Research Council. Salary commensurate with experience. Send full details of training and experience to:
B.C. Research Council, University of British Columbia, Vancouver 8

SALES MANAGER ENGINEER
B.A.Sc. Mech. Varied experience covers light and heavy industry, direct and national sales, excellent record.
Box 937, The Financial Post, Toronto

QUALITY CONTROL MANAGER
Required by manufacturing plant in West Toronto distributing nationally through company owned branches across Canada. Must have practical experience in the application and compilation of statistical data, and in the administration of a Qualify Control and Inspection Department. Knowledge of and ability to collate engineering and inspection data — ability to originate inspection policies —Engineering degree preferred—and supervisory abilities.
Excellent working conditions and benefits.
Applicants should apply in writing, giving resume, salary expected and availability to Personnel Department, McCulloch of Canada Ltd., 25 McCulloch Ave., Rexdale, Ontario.

EXECUTIVE DIRECTOR
required by
THE ONTARIO ASSOCIATION FOR RETARDED CHILDREN
The Association operates through provincial Board and Committees representing 56 local associations throughout Ontario.
General Duties: Organization and development of local and provincial programs in education health and welfare for retarded.
Extensive travel required. Training in a social science an asset. Age over 30. Salary up to $8,000.
Submit résumé in confidence to O.A.R.C. Personnel Committee, 137 Wellington Street West, Suite 1207, Toronto.

ASSISTANT TO TREASURER
Major mining company requires recently graduated Chartered Accountant for position of Assistant to the Treasurer in Toronto head office. Applications which will be treated in confidence should state age, experience and salary expected. Mail in first instance to
Box 985, The Financial Post, Toronto

AMBITIOUS EXECUTIVE AVAILABLE
Presently employed—seeks position with more promising future. Broad experience all phases business administration, sales management, advertising, purchasing, personnel. Successful record as Assistant General Manager and Branch Manager. Excellent organizer and co-ordinator. Highest references. Late 30's. Canadian. Married. Car. First preference Montreal—will relocate for right offer. Salary range $8000-$9000.
Box 973, The Financial Post, Toronto

INDUSTRIAL COMMISSIONER
CITY OF LETHBRIDGE
Population 32,782
Applications will be received at the office of the City Manager, City Hall, Lethbridge, Alberta, up to April 15th, 1959, for the position of Industrial Commissioner.
Applicants are required to supply complete information on their education, training, experience, age, etc., and a recent photograph is to accompany the application.
Salary $5,000.00-$6,000.00 depending on qualifications.
A. L. H. SOMERVILLE,
City Manager.

SALES MANAGER
An outstanding man is required to build up the sales in Ontario of
METAL CUTTING TOOLS
including Twist Drills, Taps, Hacksaws, Files, etc. The products are well-known brands of the highest quality.
Candidates must have had a successful career in sales, either with these products or with similar ones.
The position offers excellent permanent prospects, since success in Ontario will quickly lead to responsibility for operations throughout Canada. The remuneration will be good initially, and will grow with success.
Write to
P. A. MANAGEMENT CONSULTANTS LIMITED
602 Royal Bank Building, 8 King Street East, Toronto 1, Ontario

SPECIAL ACCOUNTING ASSIGNMENTS
A large mining corporation needs a chartered accountant to conduct special studies. His work history or references must indicate acceptance of responsibility, technical and analytical ability. He will be required to move away from the large urban centres.
Age: Under 33. Salary: $7,200.00
Please apply to:
BOX 940, THE FINANCIAL POST, TORONTO.

INDUSTRIAL COMMISSIONER
Written applications will be received for the position of
INDUSTRIAL COMMISSIONER FOR THE TOWN OF LINDSAY
until 6 o'clock P.M. on Friday, April 10th, 1959.
Please state age, qualifications, experience, present salary and salary expected. The council reserves the right to accept any or none of such applications.
Chairman, Industrial Committee,
Town Hall, Lindsay.

ACCOUNTANT OFFICE MANAGER
A position in our organization is available to an aggressive young man who has an accounting background — accounting degree helpful but not necessary. This person must be bilingual and have the ability to handle personnel. Character references must be supplied at time of application. There is a pension scheme and other benefits. Salary open.
The company is situated in Montreal, Canadian owned and Nationally operated.
Box 968, The Financial Post, Toronto

WANTED
PRODUCT DESIGN ENGINEER
A young creative engineer 25 to 35 years of age with industrial product design experience required for a new position with a progressive Canadian manufacturer. University graduate or Higher National Certificate desirable but will consider equivalent extensive manufacturing experience. Background in punch press work, forging, cold heading, die casting or similar processes would be helpful.
Box 966, The Financial Post, Toronto.

PROFESSIONAL ENGINEER
B.A. Appl. Sc. (Elec., Mech.). Bilingual. Three years diversified experience in Planning, Processing, Production and Quality Control of Electronic Components. Desires challenging position with growing firm to provide comprehensive data to facilitate management decision relative to operations, or with industrial consulting engineers, or related fields.
Box 969, The Financial Post, Toronto

SEEKS GREATER OPPORTUNITY
Successful young sales and administrative executive, university graduate with broad technical knowledge coupled with national and international experience seeks senior management position. Presently employed in responsible capacity but seeks greater scope for ability.
Box 975, The Financial Post, Toronto.

SALES MANAGER AVAILABLE
Vigorous, alert sales manager with extensive experience in industrial and home building supplies seeks challenging position. Background includes international trade on the executive level. Salary open.
Box 977, The Financial Post, Toronto

INDUSTRIAL RELATIONS ASSISTANT AVAILABLE
Industrial Relations Assistant Available: Prepared and presented briefs for prominent International Union in Vancouver. Background in Statistics (D.B.S.). Twenty-seven, B.A. (Man.).
Box 979, The Financial Post, Toronto

ENERGETIC ELECTRONICS ENGINEER
Ten years of wide experience, mainly vhf, uhf maintenance, development and production. B.Sc., completing M.Com. in evenings. 31, still single. Practical, hard-worker, earning $7200. Seeks Toronto job, preferably in industrial sales or technical supervisory.
Box 980, The Financial Post, Toronto

ACCOUNTANT — OFFICE MANAGER
WE CHALLENGE YOU
To help hire, train and take complete charge of our Office Staff.
Be responsible for Monthly Reports . . . Balance Sheets and Profit & Loss Statements.
Brand new Canadian Subsidiary . . . for Internationally known American Corporation.
Must be willing to begin in June 1959. Send resume and picture to Box 945, The Financial Post, Toronto, for immediate appointment.

TOP SALARY FOR TOP-NOTCH SALESMAN
Food Flavorings and Industrial Dairy Preparations manufacturer of international repute requires ambitious salesman, over 30, OAC Graduate, preferably experienced in this line of selling. This is an extremely interesting position of excellent growth potential and involving some interesting travel.
We offer—Excellent Base Salary • Generous Incentive Plan • Pension Plan • Group Insurance and Hospitalization • Expense Allowance • Company Car.
Write and tell us why you think you are the man for us to
Box 971, The Financial Post, Toronto

SALES ENGINEERS
Modern industrial organization requires the services of graduate mechanical or chemical engineers, with administrative and sales aptitudes. In your reply please include a resume of previous experience, and education, indicate present salary, and enclose a recent photograph. Replies will be kept in strict confidence.
BOX 963, THE FINANCIAL POST, TORONTO

PLANT ENGINEER
A large Western Canadian industrial plant requires a Plant Engineer to take charge of an engineering department. Responsibilities include capital budgets, development of projects, design of plant additions and alterations, control of construction, and direction and supervision of a staff of engineers and draftsmen.
Applicants should be graduate engineers with considerable related experience including supervision of engineering activities. Experience in corrosion problems desirable. Age range 35 to 45 preferable. Starting salary commensurate with background but in range of $10,000 to $12,000. Comprehensive welfare benefits.
Reply by letter in confidence, quoting reference number 230, and giving full details of personal history, training, and experience, to:
STEVENSON & KELLOGG, LTD.,
Member Association of Consulting Management Engineers, Inc.
810 Royal Bank Building, Vancouver, B.C.

EPS
COMPTROLLER
required for a growing chain of stores in the retail trade.
Candidates must have adequate RETAIL STORE experience and the ability to control a staff of some twenty accounting and office personnel. This is an excellent growth position offering advancement both as regards status and earnings.
AGE: 35-45 SALARY: $12,000 - $15,000 plus possible stock interest
All applications held in confidence
Executive Placement Services
A Division of
LEETHAM, SIMPSON LIMITED
Management Consultants 550 Sherbrooke St. W., Montreal

IMPORT Executive
A leading Importer, about to extend activities in Montreal, requires services of top level fibres executive. Successful applicant must have proven trading experience across Canada and enjoy excellent relations with bulk commodity buyers. Remuneration commensurate with experience. Confidence assured. Apply
Box 982, The Financial Post, Toronto

RESEARCH GEOLOGIST
Mineralogy Division
Department of Mines and Technical Surveys
Ottawa
$5,760 - $7,320
Duties—Mineralogical study of rocks and minerals to determine geological age.
Qualifications—Graduation with a Doctor's degree in Geology with specialization in Mineralogy and Petrology.
For details, write to
CIVIL SERVICE COMMISSION, OTTAWA
and quote competition 59-1900.

MECHANICAL ENGINEER
Large firm of Architects & Consulting Engineers requires graduate Mechanical Engineer with a minimum of 5 years experience in boiler room layout and steam distribution. Experience in hot water heating systems desirable.
Salary commensurate with experience and ability. Excellent employee benefits including pension plan.
Reply, Giving Particulars of Education and Experience to:
Green, Blankstein, Russell & Associates
Architects and Consulting Engineers
222 OSBORNE STREET N., WINNIPEG, MAN.

MINNESOTA MINING & MANUFACTURING OF CANADA LIMITED
London, Ontario
CHARTERED ACCOUNTANT
A recent graduate with a genuine interest in methods, systems and procedures, preferably with some experience therein, is required for a newly created department in our growth company. A knowledge of punched card and/or electronic equipment would be an asset.
I.B.M. SUPERVISOR
We also have an opening for the position of Supervisor within our expanding Tabulating Department.
Applicants for this position must have supervisory qualifications and the ability to deal with all levels of Management. An extensive background in various machines applications and a thorough technical knowledge of I.B.M. equipment is essential.
Applications for both of these positions will be treated in strict confidence and should be addressed, stating age and salary requirements and including a recent photograph, to the Personnel Manager, Minnesota Mining & Manufacturing of Canada Limited, P.O. Box 757, London, Ontario.

WANTED
SALES MANAGER ..... to $10,000
Flexible Packaging — Bags, Aluminum Foil
SALES ENGINEERS ..... to $8,000
Oil, Gas — High and Low Pressure Boilers
ARCHITECTURAL SALESMAN ..... to $7,500
All Types Doors — Entrances — Curtain Walls
SALES MANAGER ..... $8,000+
Name Brand Food Products Sold to Chains
PHONE: CL 9-6865 FOR INTERVIEW
WRITE: 1435 LAKESHORE RD., TORONTO "14"
DRAPER MANPOWER RECRUITERS

ASSISTANT SECRETARY TRADE ASSOCIATION - Ottawa
Age 25-35, preferrably graduate of Agriculture or Commerce. Duties: office administration, public relations, government liaison. Starting Salary — $6,000.00.
THE CANADIAN HORTICULTURAL COUNCIL
219 Queen Street — Ottawa 4, Ontario

CITY OF BARRIE
Applications addressed to the undersigned are invited for the position of
INDUSTRIAL COMMISSIONER
Applicant to state age, qualifications, experience and references. Salary open.
W. J. Gigg, Chairman
Barrie Industrial Commission
P.O. Box 400, Barrie, Ont.

CHIEF ENGINEER
Required
By a Canadian company engaged in manufacturing and marketing machinery and equipment for the pulp and paper industry. The opening is a result of the steady growth of this moderate sized company.
Qualifications will include a degree in Mechanical Engineering, together with sound engineering experience in paper mills preferably or with a paper machinery manufacturer. Although strengths in the area of planning and design are required, great importance will be attached to personality and management characteristics.
Enquiries invited in confidence
JOHN HOLT STETHEM AND COMPANY LTD.
Executive Personnel and Management Consultants
1454 Mountain Street, Montreal — AV. 8-5274

National Canadian Bank Makes New Stock Offer

For the first time in three decades, **National Canadian Bank,** Montreal, has given its shareholders rights to buy new shares of the bank's capital stock.

Shareholders of record March 26 may purchase three additional shares for each seven now held. Offer expires June 25. In all, 300,000 shares are being offered and, when taken up, will bring the bank's shares authorized and outstanding to one million.

Offering price is $40 per share. Over the first several weeks of this year, the stock traded between $57¾ and $60½. On Monday of this week it reached a high of $63⅝.

By law, the share price of new bank issues must not exceed the per share value of paid-up capital plus reserve fund.

Other banks which have offered new shares within the past year include: **Bank of Nova Scotia, Provincial Bank of Canada, Canadian Bank of Commerce, Toronto-Dominion Bank, Royal Bank of Canada.**

Bank of Montreal offered new shares in May 1957 and **Imperial Bank of Canada's** last issue was made in January, 1955.

Industrial Growth

Manufacturing plants new to Canada; expansions of existing industry across the nation.

Assiniboia, Sask.

National Industrial Minerals Ltd. has completed a $250,000 clay processing plant at Assiniboia in southern Saskatchewan.

The plant will refine Ball clays for use as industrial fillers. This is said to be the first commercial production of these materials in Canada. Until now, all Ball clays have come from England and U. S.

The Ball clay fillers are used extensively in making asphaltic products, insecticides, pesticides, herbicides and ceramics. Use as a filler in pipeline coating by the oil industry is also growing.

Designed by J. Schmidt of **Schmidt, Forrest and Associates,** the plant comprises about 16,000 sq. ft. Plant equipment occupies some 5,000 sq. ft. of working space and 11,000 sq. ft. for storage of raw material. The plant has been planned for future expansion.

Latest equipment for this type of clay processing has been installed, with all operations fully automatic. Clay is conveyed through the plant, refined and transferred to rail cars for shipment by completely automatic transfer and processing.

The company intends to produce a mineral filter, Kaolin, used primarily in the paper industry as a filler and as a paper coating, in the near future. All Kaolins are presently imported from England and the U. S.

The new plant has been designed for installation of Kaolin processing equipment and manufacture will start following a period of research into the best processing techniques.

The company is said to have unlimited reserves of both Kaolin and Ball clay deposits in southern Saskatchewan.

Initially, the plant will serve the Prairies but operations will be expanded to a wide Canadian market and some parts of the U. S. Plant site provides direct rail connections for both Canadian and American markets.

The company has signed a marketing contract with **International Sulphur Ltd.,** Calgary, Alta., wholly owned subsidiary of **Continental Ore Corp.,** New York, a firm which markets industrial chemicals, fertilizers and related products internationally. Under this agreement, International Sulpur will handle marketing of National Industrial Minerals Ltd.'s finished products.

Preliminary production tests are now being concluded and full-scale production is scheduled to start this week.

Amherst, N.S.

Standard Wire & Cable Ltd., Toronto, will locate its Maritime plant at Amherst. Construction will start immediately, with production scheduled for June, 1959.

Plant will make a wide range of copper and aluminum conductors, bare and insulated.

The Amherst plant will be a separate operation known as **Standard Wire & Cable (Atlantic) Ltd.,** and will operate as a full-scale independent production unit.

The $500,000 plant will contain 20,000 sq. ft. and will employ around 50 people. New, high-speed machinery will be installed.

Plant will be located on a main CNR line and strategically located for shipment to all distribution points in Atlantic Provinces.

E. S. Rose, who founded the company in 1956, says:

"There's a great feeling of awakening promise in the Atlantic Provinces today, a sort of industrial renaissance. Reasons for it seem well-justified by projections of rapid population growth and other economic indicators."

The Atlantic Provinces were chosen for three main reasons:

- It's the most economical production location for export to the Caribbean and South America, potentially two of the company's biggest customers.
- Owing to structure and operation of federal government freight subventions, the company finds that it can serve Western Canada more economically from the Atlantic Provinces than from Toronto.
- Belief in a large potential market in the Atlantic Provinces themselves through overall growth and imminence of a number of specific power development projects. These are:

Completion of Maritimes "grid" power distribution system.

Power from Labrador's Hamilton River will be harnessed in the foreseeable future and significant quantities of cheap power will be channeled to Maritime use. Potential is believed to be over 10 million hp. It's estimated that Nova Scotia alone will be able to use 100 megawatts of that power.

Bay of Fundy tidal project is no longer in the realm of science fiction, company believes, but is considered a perfectly feasible power project. Potential is three million horsepower.

Saskatoon

Saskatoon Boiler Co. is building a new plant on a 1¼-acre site in Saskatoon at a cost of $85,000. It will have twice the productive capacity of the present building.

Increased capacity, according to George Graves, president, will mean a 30% jump in production and sales.

The company manufactures pressure vessels, including boilers, sewage sludge heaters, air tanks, hot water tanks, blowdown tanks, after-coolers for airlines. It makes boilers up to 500 hp.

Two new types of forced draft boilers will go into production in the new plant, Company's products will then include almost every type of boiler in general use today.

Company started in 1932 as **Saskatoon Welding Co.** Mr. Graves, an employee of the firm, took over its operations in 1944 and, in 1948, turned to manufacture of boilers and pressure vessels.

First expansion was undertaken in 1948 and a second one in 1954.

His son, Ray, is vice-president of the company. Maxine Feterley is secretary-treasurer.

Dash Industries Ltd., Saskatoon, is the name of a new firm producing the Trashinator for burning of trash.

The burner is a box-like receptacle af aluminized steel, 36 in. high, 16 in. square, with three-bushel capacity, weighing 97 lb.

H. H. Ashman, Saskatoon businessman and president of the new company, invented the burner. Other principals: Walter Tucker, vice-president; N. A. Daigle, secretary - manager; John Sawatsky, director; A. Schellenberg, director.

Company plans a first-year production and sale of 25,000 units. It has already received orders for 10 carloads of burners from an eastern company.

Acme Machine and Electric Shop, Saskatoon, is turning out a hydraulic press for Dash which will allow stepping-up in production and a reduction in manufacturing costs.

An attachment is available so that the incinerator can be used as a barbecue,

Port Weller, Ont.

A 55-ton crane will go into service at **Port Weller Dry Docks Ltd.,** Port Weller, Ont., in June as part of a major expansion program. The $400,000 program is intended to provide adequate facilities to serve Great Lakes shipping when the St. Lawrence Seaway is opened.

The company now employs 475 people. Besides repairs and fitting out work on ships, it is building a 717-ft. bulk carrier for **Upper Lakes Shipping Ltd.,** which is expected to be christened in late May. Beam is 72 ft.

Expansion program includes widening of shipbuilding berth to allow construction of ships with beam up to 78 ft.

To handle the crane installation, it will be necessary to build a heavy-duty double 24-ft.-gauge railway track foundation extending 2,000 ft. from the shipbuilding berth to the fitting-out berth.

With boom upright, the crane will be 220 ft. high, weigh 290 tons, will have a 140-ft. boom which can lift from 18 tons to 55 tons.

The crane will enable the company to provide better service in handling of large prefabricated sections in both the building and fitting-out berths.

Fort Saskatchewan, Alta.

Peace River Glass Co. now has a glass-melting furnace, said to be first of its kind in Canada, and integrated rod-drawing and grading equipment in full operation at its Fort Saskatchewan, Alta., plant.

Staple fibres of glass are drawn from the rods. With the new furnace in operation, all of the company's glass fibre products are now 100% Canadian manufacture and raw materials.

Designed by **British Heat Resisting Glass Co.,** in England, the furnace is of the electric melt type using water-cooled electrodes and has a melting capacity of 4½ tons a day.

Only 20 hours of preproduction melting and refining time are required, compared with 100 to 120 hours in the usual type of installation.

Toronto

Stratoflex of Canada Inc., Toronto, has been appointed Canadian distributor for **Lindberg Air & Hydraulics** div., **Teer-Wickwire Co.,** Jackson, Mich., manufacturer of the Lindberg line of air and hydraulic cylinders.

Stratoflex already handles hose lines and allied equipment in the hydraulic field and has branches in Vancouver, Winnipeg, Montreal, Toronto, Ottawa and Saint John.

Montreal

Dominion Engineering Co., Montreal, has received an order for a fine paper machine from **Powell River Co.,** Power River, B.C.

Machine will be installed in a new mill under construction on Annacis Island and delivery is scheduled for early in 1960. Mill will go into operation in the spring of 1960.

Mill will produce a variety of fine papers with a wide range of weights. Maximum mechanical speed of the machine will be 1,200 ft. per min.

Square D Co. of Canada, Toronto, has opened a new assembly plant and warehouse in Montreal in line with current expansion plans. It will provide better service to cutomers in Eastern Canada, with improvement in supply of the company's lighting and distribution panels, and motor control centres.

Plant will be under the direction of M. A. Buchanan, newly appointed eastern regional manager. Address is 8425 Devonshire Rd., Town of Mount Royal.

Kraft Foods Ltd. starts construction this month of a large addition to its plant in the Town of Mount Royal near Montreal. General contract has been awarded to **Douglas Bremner Construction Co.,** Montreal.

New addition will contain 180,000 sq. ft., and will provide additional storage space, new shipping and receiving docks and a complete new Montreal sales branch unit with a special cooler for storage.

O. E. Swain, president and general manager, said an expanding market, along with new and stronger merchandising efforts, made the expansion of the plant necessary. When completed in the summer of 1960, the new addition will provide greater efficiency in manufacturing, sales and distribution.

Sarnia Strike Closes Plants

Two major petrochemical plants in Canada's Chemical Valley at Sarnia, Ont., are suspending operations.

A strike of the 1,850 hourly paid employees of **Polymer Corp.** is forcing the shutting down of the big Crown-owned synthetic rubber plant (FP, Feb. 28).

At the same time, operations at **Imperial Oil Co.'s** nearby $30 million petrochemical plant have also been largely suspended.

Since Polymer is the major customer for Imperial's butadiene and butylene production, Imperial has decided to suspend production rather than stockpile. Most of the workers involved are being absorbed in other operations in the area.

"The safe and expeditious shutdown carried out thus far is due to the effective work of those salaried and other employees who have worked around the clock under conditions less than favorable," Polymer Vice-president L. D. Douglas says.

"Conduct on the picket lines has been orderly."

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISING RATES

Flat rate, per word 20c
Minimum charge $5.00
Each initial, figure or fraction, abbreviation, and sign counts as one word. If a box number is desired the words, Box 100, The Financial Post, Toronto, count as six words. When replies are mailed to advertiser, 15 cents extra is charged. Closing date—Copy must be in Toronto office by Monday a.m. Classified advertising is strictly cash in advance.

Agencies Wanted

MANUFACTURERS' AGENT — Young man, a native Maritimer, with ten years sales background, wishes to contact firms with a view to representing them on a commission basis preferably in Nova Scotia. Calling on wholesalers, institutions and large firms. Favorable to plumbing, heating and hardware lines. Box 970, The Financial Post, Toronto.

Travel

RENT A BETTER CAR—a Victor Britain car. Latest British models, many with automatic transmission, to meet you on arrival. Rates include gas. Victor Britain the Car Hire Specialist on the spot. Berkeley Street, London, W.1., England.

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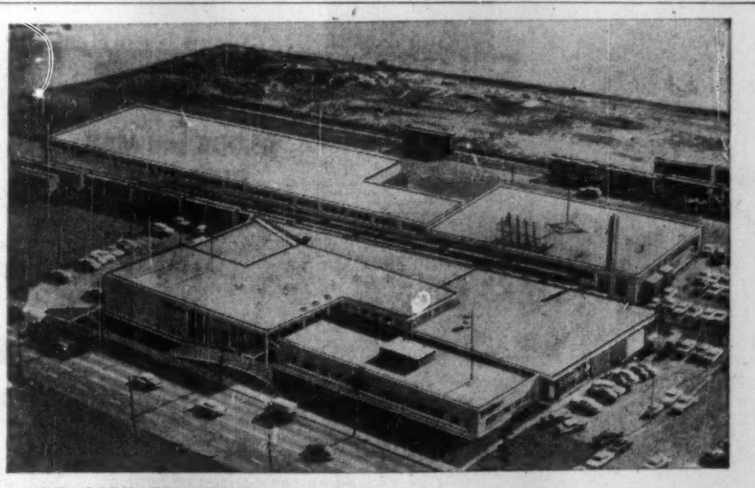

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TELEGRAM	**133,766**	**150,548**	**160,423**
Star	**216,457**	**198,429**	**No statement issued**
Globe and Mail	**118,458**	**111,580**	**No statement issued**

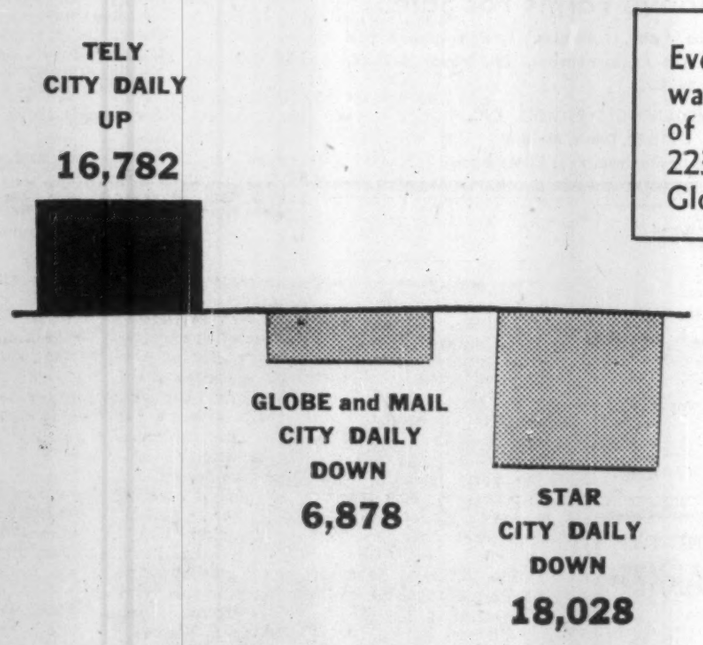

Chart based on comparison of Sept. 30, 1950 and Sept. 30, 1958 figures. Up to Dec. 31, 1958 The Telegram gained a further 9,875 net paid daily average circulation in the city zone.

TOTAL CIRCULATION FIGURES*

Every day Tely circulation represents a bigger slice of the Toronto market. In 1950 it was 199,821—approximately half of the 398,418 circulation of the Star. Total circulation of The Telegram as of Sept. 30, 1958 was 214,817, and as of December 31, 1958 was 223,329. Latest published total circulation for the Star was 304,360. (Since 1950, Globe circulation has decreased from 238,900 to 219,438.)

*Latest Telegram figures are taken from A.B.C. Publisher's Interim Statement for the three months ending December 31st, 1958, subject to audit. As these figures of The Star and The Globe and Mail have not been made public, their latest figures are taken from A.B.C. Publisher's Statements for the six months ending September 30th, 1958. The 1950 figures for all three newspapers are taken from A.B.C. Publisher's Statements for 6 months ending September 30th, 1950.

THE TELEGRAM
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Watch for 'Decision Point' On Columbia Power in April

OTTAWA (Staff) — The long-drawn, controversial and sometimes acrimonious Canada-U.S. discussions about the Columbia River are expected to reach a decisive turning-point in Washington in the second week of April.

The next move is the Americans'. The time has come for them to say whether they want to work out a co-operative and fully co-ordinated development of the water resources of the Columbia basin.

The terms on which Canada will negotiate have already been stated, and the U.S. section of the International Joint Commission has had them under consideration since February.

It has been made clear to the U.S. authorities that:

- **Canada will not consider** any permanent alienation of its rights in Columbia River waters.
- **Canada will accept** an equitable and generous deal for co-operative development of the Columbia during the next few decades, when the Pacific Northwest states have much greater need of hydro-power from the river than Canada has.
- **Co-operative development** of the Columbia is impossible unless U.S. accepts Canada's full right to a fair return for all the power which can be generated downstream from Canada's upstream storage. (Without Canadian storage the Northwest states have no means of getting equally cheap power.)

Open for negotiation, if the U.S. section of the International Joint Commission accepts the fairness of these general terms, are:

- The period in which the co-operative arrangements shall apply.

Canada has gone so far as to suggest that we might accept a deal for even as much as 35 years, provided it is made crystal-clear that after that time we may do what we like with our own waters.

- The recompense to be made to Canada for downstream benefits.

Canada has suggested a 50-50 split, though it is believed here that this underrates the contribution to be made by Canada to U.S. power potentialities.

Both the Canadian and the B.C. governments have frequently insisted that the return for downstream benefits should be made in power, which is of increasing value, not of money which might decrease in value.

But this is another point open to negotiation, according to the needs of British Columbia.

- The international authority to regulate the co-ordinated development plan.

Co-operative development of the Columbia assumes an integrated electrical power grid as well as co-ordinated development of water regulation.

It requires that the flow of water shall be regulated in the interests of the entire international system, and not for the greatest advantage of each local project.

In Canada this calls for one authority embracing both the B.C. provincial government and the government of Canada.

In the U.S., it makes it essential to create one authority representing the interest of the federal government, the state governments and the private power interests.

All these problems came to a head in Chicago this month, when the International Joint Commission received the report of the International Columbia River Engineering Board.

It fulfilled the first of the two tasks given to the IJC by the Canadian and U.S. governments on Jan. 29 this year. It describes precisely the benefits which the two countries could get by "co-operative use of storage of waters and electrical interconnection" in the Columbia basin.

The task now remaining for the IJC meeting which is due to start in Washington on April 7, is to report how these benefits should be apportioned between Canada and the U.S.

At the March Chicago meeting, the U.S. members of the IJC gave no direct reply to the Canadian terms which were stated at the IJC's New York meeting in February.

But, with plenty of time to study the engineers' report, they should be able to take a definitive position next month.

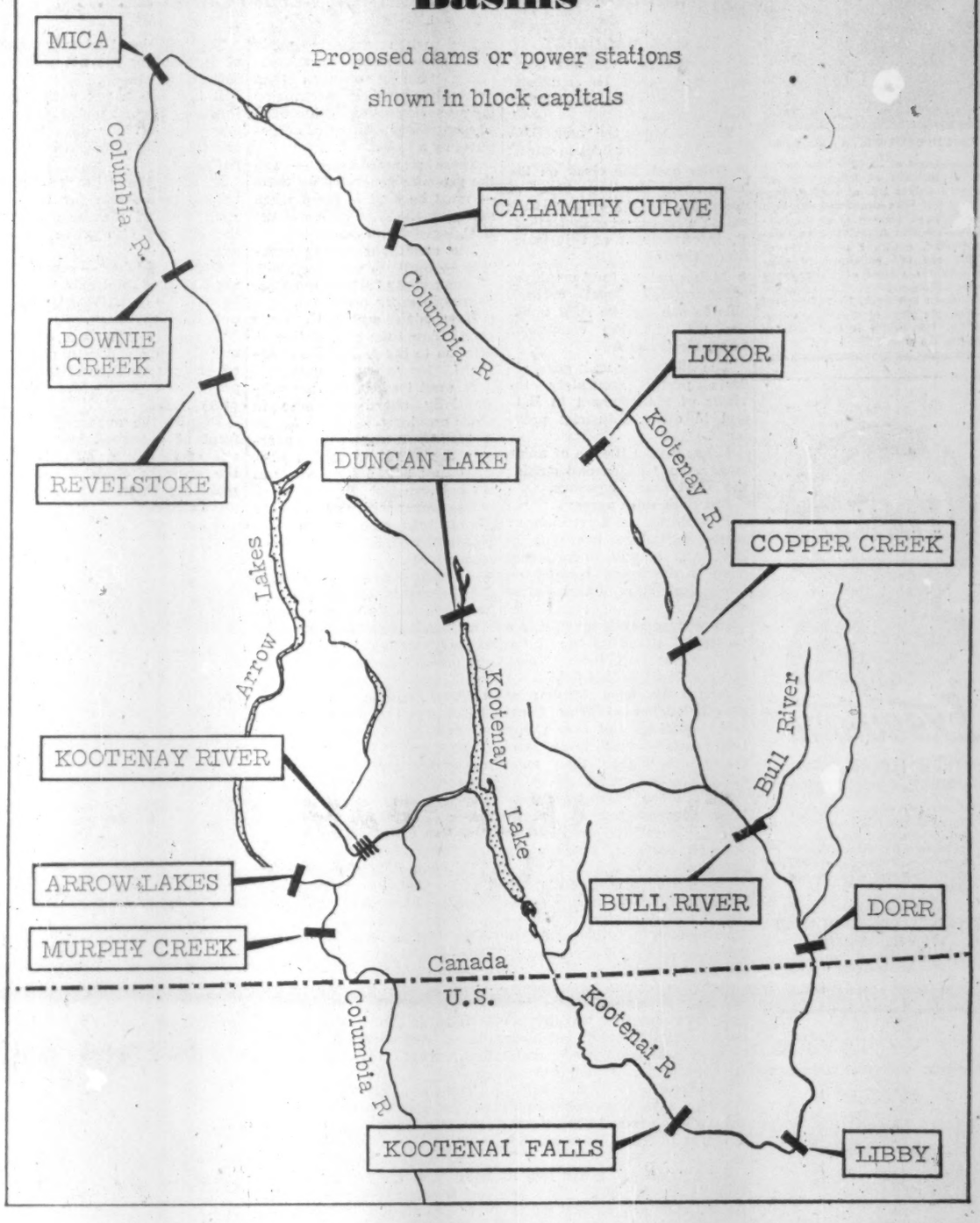
It is hoped here that they will. Because until they state their position, progress is impossible.

Federal and B.C. governments have been co-operating fully in the recent talks, and Canada's front is united.

Ray Williston, B.C. lands and forests minister, had talks with federal ministers before the March IJC meeting, and stated that relations between federal and B.C. governments were "never closer."

Officials of the B.C. government also attended the IJC meeting, and were fully consulted in advance about every Canadian move.

Columbia and Kootenay River Basins



THE COLUMBIA AND KOOTENAY RIVERS provide the hydro-electrical potential for a giant plan of power development proposed to the International Joint Commission by the International Columbia River Engineering Board.

Three plans have been put forward, calling for at least eight large dams to be built on the Canadian side of the border (and note: Canadian spelling is Kootenay; U. S. spelling is Kootenai.)

Greatest of these — but varying in size according to which plan is adopted — would be at Mica Creek, B.C.

- **Plan I requires no diversions.**
- **Plan II calls for diversion of the Kootenay into the Columbia at Copper Creek. (At this point the Kootenay is only one mile from Columbia Lake.)**
- **Plan III would divert the Kootenay back into the Columbia by building a dam at Dorr, 10 miles north of the Canada-U. S. border.**

Here are estimated costs and power generation at various points in the three plans:

Plan I (no diversion): Libby (U. S.), 230,000 kw, $325 million; Bull River, 67,000 kw, $83.6 million; Mica, 731,000 kw, $302 million; Downie Creek, 460,000 kw, $124.5 million; Revelstoke Canyon, 328,000 kw, $104 million; Duncan Lake (storage only), $24.8 million; High Arrow (storage only), $66.4 million; Murphy Creek, 218,000 kw, $95 million; Low Arrow (Murphy Creek), 218,000 kw, $103.5 million; Kootenay R., 200,000 kw, $40.8 million; Kootenai Falls, 112,000 kw, $98 million.

Plan II (Copper Creek diversion): Libby (U. S.), 148,000 kw, $313 million; Duncan Lake (storage only), $24.8 million; Kootenai Falls, 90,000 kw, $92.5 million; Copper Creek-Luxor, 22,000 kw, $54.4 million; Calamity Curve, 72,000 kw, $33 million; Mica, 852,000 kw, $315 million; Downie Creek, 514,000 kw, $139 million; Revelstoke, 363,000 kw, $117 million; Arrow Lakes-Murphy Creek, as in plans I, III, except High Arrow, 249,000 kw; Kootenay River (new plant), 450,000 kw, $40.8 million.

Plan III (Dorr diversion): Dorr, minus 35,000 kw needed for pumping storage, $36 million; Bull-Luxor, 31,000 kw, $110 million; Calamity Curve, 112,000 kw, $38.2 million; Mica, 1,048,000 kw, $327 million; Downie Creek, 606,000 kw, $147 million; Revelstoke, 422,000 kw, $123 million; Arrow Lakes and Murphy Creek, as in Plan I, except High Arrow, 247,000 kw, Low Arrow, 234,000 kw; Kootenay River (add one unit at Brilliant), $2.4 million.

Here Are the Power Plans: All Clear for Decision Now

By MICHAEL BARKWAY

OTTAWA (Staff) — When the long-awaited report of the International Columbia River Engineering Board was presented to the International Joint Commission this month, the way was cleared for striking a fair bargain between Canada and the U.S. on the use of Columbia River water.

For the first time representatives of the two countries have an agreed basis of facts prepared by top engineers from both of them, presenting (as it says):

"What are believed to be, from an international viewpoint, the best over-all plans of development for maximum practicable utilization of the water resources of the Columbia River basin."

Three plans are offered: two involve diverting the Kootenay River into the Columbia at Canal Flats, B.C.; the third shows the power possibilities without any diversions.

All three offer almost the same total amount of power.

But Canada's share of the power varies from 30%, with no diversion, to 35% on the more favorable of the two diversion projects.

The most favorable of the three plans for Canada is known as the Dorr Diversion. It provides:

- The largest Canadian share of power.
- The smallest total cost to both countries.
- The cheapest unit-cost for U. S. power.
- The second-cheapest unit-cost for Canadian power.

The Dorr Diversion turns back the Kootenay River at the lowest suitable site above the U. S. border, after it has been fed by several major tributaries (the Elk, Bull, St. Mary and others), so that the water flows back through a one-mile canal into the Columbia Lake.

It adds 8,000 cu. ft. sec. to the flow going into Columbia Lake, and on down through the series of reservoirs and dams planned on the Canadian Columbia.

It involves a pumping operation at the Bull River dam to lift the waters from the lower part of the Canadian Kootenay.

The flow through the U. S. loop of the Kootenay would not, in this case, justify any major development.

The Libby Dam, which once the U. S. pressed so eagerly, would be eliminated, together with another power-site at Kootenay Falls.

On the Canadian part of the lower Kootenay, between Kootenay Lake and the junction with the Columbia, the only justified development would be the addition of a fourth unit at the Brilliant plant of **Consolidated Mining and Smelting Co.**

(If the river is **not** diverted the engineers suggest building a canal round the five upper plants of Consolidated and **West Kootenay Light and Power Co.** to build a new plant of 213,000 kw installed capacity.)

The gain in total Canadian power output from the Dorr Diversion is put at 410,000 kw, rather more than Canada's share of the St. Lawrence power project.

Here are the comparative figures for Canada and U. S.:

Average annual increase in output, calculated over a 20-year period:

With no diversion: Canada 2,441,000 kw; U. S. 5,400,000 kw.

With Dorr Diversion: Canada: 2,852,000 kw; U. S.: 5,010,000 kw.

Estimated cost of increased power (20-year average):

With no diversion: Canada: $16.55 per kw-year; U. S.: $24.75 per kw-year.

With Dorr Diversion: Canada: $16.50 per kw-year; U. S.: 23.05 per kw-year.

A third plan, devised by the U. S. engineers possibly with the hope of saving the Libby project, provides for diverting the Kootenay in Canada at Copper Creek, just below Canal Flats.

It thus leaves the input of the Elk, Bull, St. Mary and other tributaries to flow across the border; and they provide enough flow to justify damming the Kootenay in the U. S. at Libby and Kootenai Falls, and building a new generating plant at Brilliant, B.C.

But the flow diverted into the Columbia would be reduced from 8,000 cfs (on the Dorr plan) to 3,600 cfs.

Paradoxically the Copper Creek plan provides:

—Cheapest unit-cost of power in Canada.

—Highest unit-cost in U. S.

—Highest total investment cost.

The advantage of the Dorr Diversion in total investment costs is 9% below the "no-Diversion plan" and 8% below the "Copper Creek Diversion."

The Libby project, for which the U. S. fought so stubbornly, is far less economic than the alternative projects on the Canadian Columbia; and the International Board of Engineers says so bluntly.

However, it must be remembered that the Canadian power-sites are a good deal further away from the big markets; and no transmission costs are included in these figures.

Basic to the whole international report is the fact that it treats the whole Columbia Basin as though there was no international boundary dividing it.

It assumes, not only that the water is used so as to provide the maximum output, but also that all the hydro plants are fully co-ordinated in an interconnecting grid.

Says the report: "Under complete co-ordination, large quantities of power would have to be interchanged and transported between parts of the system, perhaps over long distances.

"Some power projects, particularly those in Canada, may be at comparatively long distances from points of use.

"Mica, for example, is 275 miles in a straight line from the Vancouver area.

"Thus, transmission may be a limiting economic factor which will dictate some lesser degree of system co-ordination and co-operative use of storage."

However, this is the conclusion reached:

"Initially more or less complete international co-ordination will be mutually beneficial to both countries. As time goes on this degree of co-ordination will change to suit the national interests, because of different operations needed to meet loads in each country."

The aim of the engineers was to paint a picture of the power situation in the northwest in 1985 when all possible hydro projects in the Columbia basin could be operating.

They haven't tried to "phase in" different projects, or to decide in which order they should be built. For the year 1985 they have assumed a joint Canadian-U. S. load on the co-ordinated Columbia system of 27,750,000 kw. This is based on a U. S. load of 22,750,000 kw. with another 5,000,000 kw. added for Canada.

This assumed Canadian load is nothing like the total B. C. demand for power in 1985, which had been put at more than 12,000,000 kw.; but it is still far more than the Canadian part of the Columbia can produce.

The U. S. figure is also far higher than the capacity of the Columbia. Growing use of thermal power is expected in the Pacific northwest states, though the report notes that B. C. has other possibilities for developing water power.

No attempt is made to calculate how much of the U. S. increase in power output is directly attributable to storage provided by Canada.

Nevertheless all three plans provide about 45 million acre-feet of storage; and if the plan for raising the Arrow lakes were adopted it would bring another five million acre-feet.

Canada's share of these is over 22 million a.f., just under half, without the Arrow lakes, and 27 million a.f., or just over half, with the Arrow lakes dammed.

Most contentious of all the Canadian projects suggested by the Engineering Board is the raising of the level of the Arrow lakes.

All its advantages would go to the United States.

The proposed dam site is 4.5 miles upstream from Castlegar. It would be 3,500 ft. long and 70 ft. above the mean river level.

It would flood upstream as far as Revelstoke (145 miles), and turn Upper and Lower Arrow lakes into one, adding 40,000 acres to their area.

Eighteen "settlements" (as the report says) would be flooded. Highways and railways would need to be relocated.

Total cost is estimated at $66,400,000.

The proposed flooding would add nearly eight million acre feet of total storage, of which 5,165,000 a.f. would be useable for the benefit of downstream plants in the U. S. This would mean an annual increase in power output for the U. S. of 200,000 kw.

Warning of the difficulty must have been conveyed to the U. S. members of the Engineering Board, because nearly every calculation is shown on two bases: "High Arrow" (with the Arrow lakes dam) and "Low Arrow."

In the Low Arrow plans, the last Canadian dam — at Murphy Creek — is planned for a capacity of 3,100,000 a.f. of storage, instead of 2,834,000; and its cost is raised from nearly $95 million to $103.5 million.

Big Job to Cost $3.5 Billion-Up

Here are the Engineering Boards' estimates of costs on the Columbia:

Investment Costs (U. S. dollars, June, 1957 level, allowing interest at 3%):

- **No Diversion** with Arrow lakes flooded to 1,446 ft.:

Canadian works between source and U. S. border: $841 million.

U. S. construction on Kootenay (dams at Libby, Kootenay Falls and Long Meadows): $450 million.

Improvements to existing plants and other new plants below the border (nearly all U. S.): $2,563,300,000.

Total: $3,853,800,000.

- **Kootenay diverted at Copper Creek,** Arrow lakes flooded:

Canadian Developments: $885 million.

U. S. Kootenay: $432 million.

Improvements and other U. S. plants: $2,563,300,000.

Total: $3,880,400,000.

- **Kootenay diverted backward at Dorr,** Arrow lakes flooded:

Canadian Developments: $970 million.

U. S. Kootenay: $27 million.

Improvements and other U. S. plants: $2,563,300,000.

Total: $3,559,800,000.

If the Arrow lakes are not raised by the proposed dam, but Murphy Creek is enlarged as proposed, $58 million can be deducted from the Canadian cost estimate in all three plans.

Note: Cost estimates given in the report provide a uniform basis for comparing different projects. But they are not realistic statements of what developments will actually cost. They have assumed:

—Canadian and U. S. dollars at par.

—Construction costs at July 1957 levels.

—Interest payable half-way through the construction period at only 3%.

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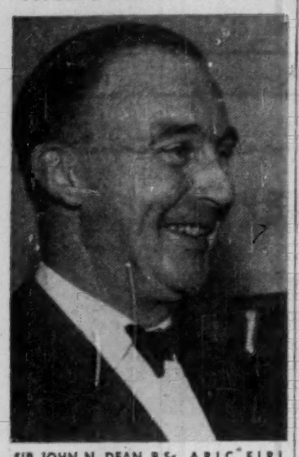

SIR JOHN N. DEAN, B.Sc., A.R.I.C., F.I.R.I.

The appointment of Sir John Dean to the Board of Directors of British Insulated Callender's Cables Ltd. of London, England, has just been announced. Sir John is the Chairman (Executive) of the Telegraph Construction & Maintenance Company Limited, generally referred to as TELCON, and this announcement coincides with the merger of his company with the BICC group.

In Canada last week, Sir John visited the Brockville plant of the Phillips Electrical Co. Ltd., which is the Canadian member of the group.

Can Laws Like This Stop Labor Turmoil?

Here's why B. C. cracked down on free-wheeling unionism. This act may portend a new look in labor-management relations across Canada . . .

By RAY MAGLADRY

New British Columbia labor legislation could be signalling a major shift in union-management relations.

This is what the new B. C. Trade Unions Act does in effect:

● **Rolls back the clock** on the more free-wheeling type of unionism, taking away such potent weapons as organizational, informational and jurisdiction picketing.

● **Makes unions** (and employer organizations) legal entities, able to sue and be sued under the act and the companion Labor Relations Act.

The bill, as far as it goes, reflects pretty accurately the views of management in B. C. and in other industrial provinces.

It has drawn the ire of union leaders both inside and outside the West Coast province.

But both sides agree:

It could be the forerunner of more legislative overhaul in B. C. and it will undoubtedly have a significant bearing on labor legislation trends elsewhere.

In management's view, it is a successful attack on one of the two major problems facing B. C., at least in this field.

Alarm has been growing at the turbulence of West Coast labor relations and over rising labor costs — wage levels generally are higher than anywhere else in Canada.

High labor costs have seriously jeopardized the province's competitive position in world markets, industry charges.

"Labor squabbles do much more than merely disrupt economy," a B. C. industry spokesman points out. "They tend to deflect new capital from entering the province."

Industry sources have charged that in several cases last year new industry was frightened from B. C. because of labor turmoil and high wage costs. And a number of plants closed down because of high costs.

This was a key argument in bringing the Social Credit government to frame its new labor bill.

Last year was a bad one in labor strife for B. C. This too helped spur government action.

Strikes by longshoremen, in coastal shipping, in logging and lumber industries have blackened the labor picture in recent months.

About $58 million worth of construction tie-ups in various parts of the province last summer led builders into a spirited campaign for revised labor laws.

There were 325,211 working days lost last year in strikes and lockouts, B. C. labor department reports. They involved 11,709 workers and 188 firms, making it the worst year since 1952.

Even fruit growers were involved. Harvesting operations were threatened last fall by several labor disputes, all settled when growers made quick agreements with unions.

But the growers then promptly organized a campaign for more protection, in the form of compulsory settlement of disputes by a judge.

These circumstances — and the pressure generated by them — must be kept in mind when assessing the significance of the B. C. legislative change.

The conditions in the province — built up over the years — don't apply fully to the same degree in other provinces.

How high are B. C. wage rates? Are they out of line in relation to the rest of the country?

In most trades, they are substantially ahead of those in other provinces.

● **Manufacturing wage** averages are $78.46 weekly in B. C. as against $68.38 for Canada as a whole.

Vancouver with an average of $76.08, tops both Toronto and Montreal with $69.62 and $63.62 respectively.

● **Logging workers** average $95.28 weekly on West Coast, head and shoulders above eastern Canadian rates in the same industry and higher than almost any industry group in the country.

● **Metal mining rates** at an $86.14 average compare with an over-all Canadian weekly average of $84.31 in mining.

● **Construction workers** in Vancouver, for example, have a clear lead over those in other major centres, according to Canadian Construction Association figures.

In eight major construction trade categories, prevailing rates in Vancouver are higher than anywhere else in all but three classes, and then are a close second only to Toronto.

In months just before the Social Credit government moved with its new bill, at least three B. C. manufacturing plants closed down, blaming high wage rates as major causes.

The point was well publicized as the drive for revision of labor laws got in gear late last year.

The wage structure seems to have been the key to a switch by **Outboard Marine's** chain saw operation from Vancouver to Peterborough, Ont.

It has been blamed for the closedown of **Pacific Coast Trailers,** the company claiming its wage rates at around $2.50 hr. compared with about $1.40 in Ontario and parts of U. S.

A laminated wood maker on the West Coast pointed to the same trouble source as he shifted operations to Alberta.

Initial public reaction to the proposed Trade Unions Act by B. C. industrial leaders has been one of unrestrained approval.

But management did not get all it asked for by any means.

Some briefs to the government have called for new conciliation procedures, tighter restrictions on strike vote process.

Builders and contractors want an industrial court to replace the present conciliation board system, with right of appeals to higher courts.

The conciliation board system provides no method of arbitrating disputes and is looked on only as a formality before strike action, the 400-member Building & Construction Industries Exchange has charged.

In lieu of this, the exchange asked for a way to bring disputes to a head faster, by telescoping the present 90 days to five days allowed unions to call a strike vote after conciliation fails to produce a settlement.

It also favored shortening the allowable period of striking from 90 days to three weeks after a strike vote is given by union members.

But the new law does include the key objections of most B. C. industries to the old labor legislation.

"Information placard picket lines" and the freedom of unions from legal responsibility were hammered by various industrial groups before the 1959 legislative session opened.

Besides making unions and employer organizations liable under the labor laws, the new bill specifically prohibits unions from picketing except in legal strikes or lockouts, and then only at the actual site of the dispute.

LABOR ROUNDUP

Alberta Unions in Push For New Labor Ministry

By RAY MAGLADRY

Organized labor in Alberta shows signs of muscle-flexing.

Its first objective:

A separate department of labor in the provincial government. And the government may go along with the demand.

But industry leaders are lined up solidly in favor of keeping the present department of industries and labor.

"A department of labor is often a department for labor," one opponent of the move charges.

The opposition points to:

● **Alberta** has "enjoyed the best labor-management relations in Canada." The evidence: relative freedom from strikes.

● **Relations** of both parties with the present department are "excellent," and credit should go to the fact that it is a combined department with both viewpoints constantly before the minister.

● **Industrial strife** in neighboring British Columbia and elsewhere where labor departments have been established.

Although relatively weak in the province, organized labor is pushing equally hard. It would be a worthwhile plum, which unions feel would strengthen their position.

Actually, there are believed to be less than 20% of paid workers holding union memberships in Alberta.

* * *

Canada's sole exporter of synthetic rubber, **Polymer Corp.,** has been closed down by a strike called by Oil, Chemical & Atomic Workers. About 1,600 workers are involved.

Ambitious OCAW set its sights high even though Polymer is in the middle of a red-hot competitive fight to maintain its position in world markets (**FP,** Feb. 28).

A company spokesman claims union met Polymer's last-ditch unions in forcing observance of organizational picket lines have not found across-the-board favor with all union members.

The same holds true of boycotts, a ticklish question in union ranks.

But even conservative unionists are not likely to admit as much publicly. They fear that "giving in" on some questions would inevitably lead to wholesale revision of labor laws to which they cannot agree.

proposal with a reversion to original union demand for hikes totaling $1 an hour.

"Company's offer would have put our rates at top of the chemical industry in Canada," he points out. "In addition, we modified our stand on the non-monetary issues."

Although a federal government mediator may be brought in, both sides at mid-week were digging in for a drawn-out battle.

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ANNOUNCEMENT

DIRECTOR

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March 1959

To the shareholders of
SULPHUR CONVERTING CORPORATION

OUTLINE OF DEVELOPMENT WORK

The undersigned, the engineers and geologist of the Company have studied this very important work and development program and have recommended it very strongly to the Board of Directors of the Company.

This program consists of:

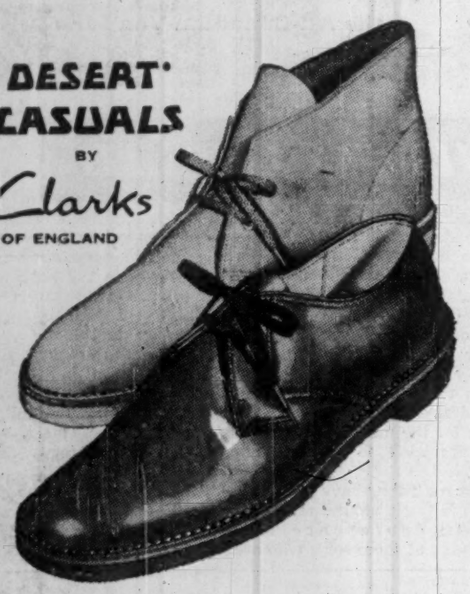
1. Construction of a road from the town of Chibougamau to the Company's property, a distance of 15 miles;
2. The clearance and levelling off of a 500 ft. wide path between the beach and the cliff-like outcrop of the ore zone;
3. Construction of the camp, boarding-house for the crew, kitchen, blacksmith and machine shop, office, warehouse and staff house;
4. Construction of a pier to facilitate air transportation;
5. Construction of a belt-line railroad from the town of Chibougamau to the Company's property, a distance of 12 miles;
6. Full size tunnel of 4,000 ft. long and 10 ft. x 14 ft. for double—30"—double track, starting about 10 ft. of the water level, to run eastward along the middle of the ore zone, with 4,000 ft. of crosscuts at every 100 ft., to run both to the North and South.

The complete plans, details, descriptions and specifications would be ready for tenders at the very beginning of June 1959.

The Board of Directors has authorized the President to proceed immediately and take the necessary steps for the execution of the work and development program, so that the complete work and development program will begin during the month of June 1959.

Your very truly,

J. A. LECLERC,
President.



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Business and Pleasure Can Mix for Big Profits

Some Canadian firms find it pays to keep workers healthy and games-conscious. It's reflected in greater production . . .

By VINCE LUNNY

MONTREAL (Staff) — Keeping employees healthy, happy and games-conscious so the cheer they radiate may be reflected in greater production is a growing concern of industry today.

Hundreds of thousands of dollars are being poured into employee recreation associations.

It arrives directly through subsidies and indirectly through provision of facilities, payment of salaries and other contributions.

Major example of the scope of such employee organizations:

The Canadair Employees Recreation Association, reputedly the largest under one roof in Canada with some 10,000 members.

Its budget for the year ending May 1: More than $35,000.

About $22,500 comes from members' voluntary subscriptions (20c a month deducted from pay cheques), the balance from a co-op store which sells everything from outboard motors to toothpaste at a 16% markup and nets 7% after paying salaries of a staff of 12.

Canadair Ltd. provides space and material assistance, pays the salary of Recreation Supervisor Gerry LaGrave, former Ottawa football star and Northern Ontario Hockey Association referee, and three other members of the CERA staff.

Companies like **Ford of Canada** with groups of employees scattered across the country do not have the obvious advantages of Canadair's consolidated operation.

Canadian National Railways has autonomous groups indulging in various pursuits throughout the system under the aegis of the employees' association, known as CN Recreation Association.

Unlike Canadair and Ford the CNR does not subsidize a program. Rather management prefers the groups to "depend on their own resources and ingenuity."

Although the railroad does not contribute directly to CNRA it does provide grounds and facilities, where available.

Example: The CNR has 30 idle acres at Lachine, Que.

This tract, near Lachine station, is used by the Montreal CNRA as a picnic ground. Company also provides space for a rifle range and tennis courts.

CNRA in Montreal has 2,500 members and, when the railroad's new headquarters building is opened in Ville Marie Place, anterooms will be provided for off-job activities such as IDEA (Inter-Departmental Education Association) clubs.

Bell Telephone Co. of Canada does not organize company-wide recreation activities but does encourage such activities when organized by employees—39,000 in more than 800 exchanges in Quebec and Ontario.

Some 30 centres will be represented at Toronto April 25 in a playoff for company's five-pin bowling championship.

Clubs and individuals arrange their own expenses. Company contributes by allowing time off for traveling.

"It would be easy to underestimate the encouragement given to employee recreation and welfare groups by management," a Bell spokesman said.

"Many company officials put in long hours of their leisure time in support of numerous employee activities."

General Motors of Canada and **Canadian Pacific Railway** operate on somewhat the same pattern as CNR, providing little company support for employee recreation beyond the occasional donation of a trophy.

GM used to sponsor spectator sports.

It relinquished its interest in football 30 years ago and it abandoned the famed Oshawa Generals of the Ontario Junior Hockey Association when the Oshawa Arena was destroyed by fire.

Ford sponsored the basketball team that represented Canada in the 1936 Olympic games in Berlin but has not subsidized athletics on anything like that scale for a number of years.

Said a Ford spokesman:

"Providing recreation for a large number of employees, rather than a small group of super-stars, tends to maintain a high level of morale."

The opposite view is taken by **Dunlop Canada Ltd.**, which sponsored the Whitby Dunlops, winners of the 1958 world hockey championship at Oslo, Norway.

"Very early in the history of our sponsorship we discovered an interesting phenomenon," said G. F. Plummer, senior vice-president (**FP**, June 22, 1957.)

"Employees at all levels began to take a very vital interest in the team. Here was a subject on which they could express themselves with equal emotion and authority.

"It gave every one of us a common interest over and above his particular job and it gave everyone the feeling of belonging to the same sociological group.

"The Dunlops did much to eliminate the feeling among people that they are simply cogs in a machine. It gave them the essential common interest that man must have in our modern society."

Productivity at the Dunlop plant was never higher than during the latter part of the 1956-57 season when the hockey team was on its triumphant surge to the Allan Cup.

Plummer does not suggest that company-financed athletic teams are the answer to the problems of modern industrial relations but he does say they can be part of the answer.

The Canadair Employees Recreation Association is concerned with recreation rather than sport and its ventures into sport are at the participant level.

CERA was formed in 1950 with an initial capital contribution of $15,000 from the company.

It is controlled by a board of directors which includes a president and vice-president elected by the membership, two officers appointed by the company and the supervisor of recreation, LaGrave.

CERA's most spectacular activity is a gay winter carnival which draws a near-capacity crowd of 13,000 members and friends to the Montreal Forum.

The most recent carnival produced receipts of $20,113 and left the association with a modest profit of $2,850.

At the other end of the profit and loss statement, the Christmas party for 10,000 children of members, staged in a cavernous flight hangar, cost $11,000.

For the last several years CERA has spread its wings by chartering a plane to take members to Europe during plant vacations.

Cost: $245 per passenger (return), about half the trans-Atlantic summer economy rate.

Each Canadair activity involves a membership fee, the minimum being $1 a year. The Canadair Flying Club, which operates three aircraft and maintains its own clubhouse on Cartierville airport commands the highest fee—an annual tab of $25—but boasts the cheapest flying rates in Canada.

Annual membership in the Yacht Club costs $20. The club rents premises on Lake St. Louis, has four flashy Y-Flyers, built by nautical enthusiasts in a shop on company property.

Most popular sport is bowling. Some 800 keglers regularly topple the maples in eight leagues using commercial alleys.

The Fishing Club has 400 ardent disciples of Izaak Walton, even conducts ice-fishing derbies in winter.

Actively engaged in promoting some of the biggest car rallies in Canada, the Canadair Automobile Club has 300 members and a 10-car garage on company property. Budget: Only $310.

Hockey teams, under chairman Tommy Brennan, once with the Boston Bruins in the National Hockey League, spend $3,250 a season to play regularly at Town of Mount Royal Arena.

Softball teams are active in summer months.

Other activities range from chess to music appreciation with members of the music club being able to buy records at reduced prices.

Annual budgets for these activities: Chess, $50; music, $100.

Also within the CERA is a Variety Show—a troupe of entertainers which visits air force bases and hospitals to stage shows. The group, numbering about 30, has made flying visits to Goose Bay and Fort Churchill.

Scattered over 65 acres in the sprawling Canadair plant are ping-pong tables, dart boards, horseshoe pitches and bean bags for use of employees during coffee breaks and lunch hours. They are maintained by CERA.

"We feel that the association is doing an excellent job for all 10,000 of us who are with the company," said Canadair President Geoffrey Notman. "CERA has something for everyone who wants it; it has proved its worth well."

How Much And Where For Sports

FUN AND GAMES FOR $36,725

Here is how the Canadair Employees Recreation Association, with its 10,000 members, is spending its budget for year ending May 1:

	$
Amateur radio club	100
Archery club	100
Automobile club	310
Badminton club	450
Broomball league	250
Bowling league	1,000
Camera club	450
Chess club	50
Cricket club	930
Fish and game club	400
Flying club	350
Golf association	1,690
Hockey league	3,250
Music appreciation	100
Rifle club	100
Rugger club	305
Shop games	1,000
Ski club	450
Glider club	550
Soccer club	950
Softball league	450
Volleyball league	100
Yacht club	650
Christmas party	11,000
General maintenance	2,500
Annual picnic	4,500
Social functions	1,000
Administration exp.	3,000
	$35,985

ANTICIPATED REVENUE

Members' subscriptions	$22,500
Bond and bank interest	750
Store revenue	18,000
	$41,250

ANNOUNCEMENT

DIRECTORS OF MOLSON'S BREWERY LIMITED

EMIL G. SICK — R. H. B. KER — N. A. MacPHEE

The Hon. H. deM. Molson, president, has announced that Emil G. Sick, of Seattle, Washington, R. H. B. Ker, of Victoria, B.C., and N. A. MacPhee, of Calgary, Alberta, have been elected Directors of Molson's Brewery Limited. Mr. Sick, chairman of the board of Sicks' Breweries Limited since 1944, is a director of a number of other companies. Mr. Ker is a director of Sick's Breweries Limited, B.C. Power Corp., Montreal Trust Company and others. Mr. MacPhee is president and a director of Sick's Breweries Limited and subsidiaries.

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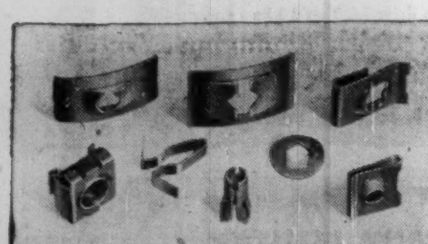

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Company Reports

Merchandising

FRANK W. HORNER LTD., Mount Royal, Que., net profit of $272,515 for 1958 was 1.6% higher than 1957's $268,279.

Annual growth in sales volume continued in 1958 in both domestic and export markets, President H. R. Horner reports.

Capital expenditures totaling $233,000 included completion of research building in May at a final cost of some $260,000.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$546,745	$533,372
Less: Deprec.	53,015	35,949
Amort. of pat.	774	774
Inc. taxes	220,441	228,370
Net profit	272,515	268,279
Less: Dividends	58,335	58,683
Surplus for year	214,180	209,596
Earnings per Share and Dividend Record:		
Pref.	$1.16	$1.00
Paid	0.01	0.01
Class A†	4.79	4.71
Class A‡	2.40	2.36
Paid	0.50	0.50
Class B†	4.36	4.27
Class B‡	2.42	2.39
Paid	0.50	0.50
†Before (‡after) participation.		
Shares o/s as at Dec. 31:		
Pref., $1 par	233,995	268,783
Class A, n.p.v.	56,440	56,440
Class B, n.p.v.	55,550	55,550

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$13,124	$25,572
Accts. rec. less res.	853,787	829,004
Inventories	544,844	464,491
Prepaid exps.	82,048	77,512
Total curr. assets	1,493,803	1,396,579
Fixed assets*	844,497	654,744
Patents	7,906	8,680
Total assets	2,346,206	2,060,003
Total curr. liabs.	481,172	376,101
Capital stock	516,195	580,983
Capital surplus	213,965	179,177
Earned surplus	1,134,874	953,742
*After depr. of	328,125	285,451
Working capital	1,012,631	1,020,478

Beverages

CANADA MALTING CO., Toronto, net profit of $1,376,154 for 1958 was 6.1% lower than 1957's $1,465,893.

Results reflect decline in domestic sales and a reduced margin of profit in export sales, President E. S. Clarke says.

Volume of export sales was "somewhat" greater. Domestic and export shipments were less than 1% below 1957.

Addition to the Port Arthur malthouse opened ahead of schedule, and final cost was below estimates, Mr. Clarke reports.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$3,746,602	$3,853,674
Less: Deprec.	933,805	743,092
Inc. tax res.	1,436,643	1,644,689
Net profit	1,376,154	1,465,893
Less: Pref. divds.	216,236	221,121
Com. divds.	407,826	399,864
Surplus for year	752,092	844,908
Earnings per Share and Dividend Record:		
Pref.	$7.74	$7.89
Paid	1.17	1.17
Common	5.50	6.16
Paid	2.00	2.00
Shares o/s as at Dec. 31:		
Pref., $26 par	177,832	185,734
Common, n.p.v.	208,476	202,220

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$2,600	$2,600
Investments†	351,334	361,081
Accts. rec. less res.	1,869,652	2,061,921
Inventories	10,126,890	10,630,139
Total curr. assets	12,350,676	13,075,741
Misc. assets	31,796	55,990
Fixed assets*	18,433,206	17,826,706
Total assets	30,815,678	30,958,437
Bank adv.	1,293,573	1,663,037
Accts. & tax. pay.	1,473,568	2,129,349
Total curr. liab.	2,767,241	3,792,386
Capital stock	9,425,678	9,392,829
Capital surplus	549,640	344,188
Earned surplus	3,244,443	2,600,358
Appraisal surplus	14,826,676	14,826,676
*After depr. of	2,943,710	2,025,611
†Market value	1,425,413	1,083,828
Working capital	9,583,435	9,333,355

How Can They Deflate Big Wheat Balloon?

U. S. officials are talking about squeezing farmers off the land, subsidizing their moves to the cities. Better that, they say, than pouring cash down the rat hole of surplus output . . .

From Our Own Correspondent

WASHINGTON, D.C. — Over a gravestone in a small Prairie town sits a marker with this inscription:

"Here lies Farmer Pete,
"He died from growing too much wheat."

Apocryphal or not, many a wheat farmer, Canadian and U. S., may wind up with a similar grave marker over the next few years. There is simply too much wheat—too many farmers growing too much.

Moaning over the situation the other day, U. S. Agriculture Secretary Ezra Taft Benson said: "Something must give."

Chances are the farmer will "give" sooner or later. Timing will depend on whether the government continues or increases its efforts to bail out wheat farmers, or settles down to a socially tough but economically realistic effort to take some farmers off their land.

The incredible 1958 U. S. wheat crop of 1,500 million bus. — enough to stuff every American man, woman and child with bread and cake for nearly three years — and prospects of another big crop this year, point to gigantic, record-smashing surpluses of wheat next summer, at the start of the new wheat marketing year.

Despite Canadian surpluses, Prairie wheat farmers are not so badly off as their U. S. friends.

If ever there was a better lesson for Ottawa and Agriculture Minister Douglas Harkness to view, it is the politically-snarled, multi-billion mess in which U. S. wheat farmers find themselves today.

The folly of high price supports and no controls on production (except the unworkable acreage restrictions) is starkly evident in the U. S.

The conservative Herbert Hoover began pushing the farmers into the hands of the politicians, Roosevelt intensified it, Truman carried on and in the businessman's administration of Eisenhower, the wheat farmer's pocketbook is inexorably tied to the "you-scratch-my-back, I'll-scratch-yours" philosophy of the farm belt politicians.

This year, something like $6,000 million is being spent for U. S. farm programs, paid by city fellow and farmer alike through taxes.

This vast burden has been increasing through the years — it was only $1,000 million when Eisenhower came into office in 1952.

In wheat alone this year, the U. S. has more than $3,000 million tied up in the surplus. And that wheat surplus is costing the taxpayers $500,000 a day just to sit there in storage.

"Wheat is our number-one problem. We cannot continue much longer under the present wheat programs," says Agriculture Secretary Benson.

But the answer Mr. Benson is toying with may make things worse. Although farmers have been put under more government controls than ever before since Mr. Benson came into office, he nevertheless is philosophically inclined to "free the farmer" from those controls.

He now is thinking of giving the U. S. wheat farmer his "freedom" by eliminating all acreage restrictions, ineffective as they were, in exchange for a somewhat lower government guaranteed price for his wheat.

This would be just what the U. S. corn growers recently accepted with alacrity.

Offered the same choice, U. S. wheat farmers might develop the same alacrity of acceptance, but not as Mr. Benson thinks because they want to be "free" of governmental control, but simply because they figure they can make more money with no acreage restrictions and only a slightly smaller price support.

This could not only mean still bigger surpluses of U. S. wheat (and more U. S. taxes), but some of the economic misery thus produced in the U. S. would spill across the 49th parallel to give Canadian wheat farmers economic headaches.

The bigger the surplus, the more pressure there is on price. Also the bigger the U. S. surplus, the more intensity there will be in the U. S. bargain basement surplus disposals which, in effect, are a method of dumping into the world market the failures of the U. S. farm program at home.

The 1959 session of the U. S. Congress is seeing the hottest fight in years on what to do about wheat.

Chances are the real answer to the wheat surplus problem will be largely ignored by the politicians in their headlong dash to win farm votes and build a record for 1960.

If any legislation does emerge from the battle, observers expect it will call for higher, not lower, price supports and it can be equally expected that President Eisenhower would veto it.

Presuming a two-thirds majority could not be scrounged up in Congress to override the veto, this would mean Canadians looking over the fence would see a continuation of the current U. S. policies on growing wheat.

One real solution to the surplus problem is simple, but unpalatable, unfortunate and probably politically impossible both in Canada and the U. S. But it may be the only way out.

It is to squeeze the farm economy until almost all the small inefficient farmers, and many of the middle-size farmers are pushed off their land and into the factories and the offices of the city.

This squeezing, of course, would have to be done gently, with the government subsidizing the transfer from the land to the city.

But, many experts contend, this would be better than having that same money flooding down the never-ending rathole of surplus production.

To a small and highly hesitant extent, both Ottawa and Washington now are doing this. But it must be greatly intensified, and quickly, if there is ever to be an organized solution to this surplus problem.

This solution, however, almost immediately brings the cry of "factory farms" and the obliteration of the "farm way of life." This is true.

Sociologically, this solution does harm. But it was the same with industry moving from individual craftsmen and guilds to the assembly line and capitalism.

It is inevitable that the assembly line is moving to the farm. If governments don't help make the transformation smoothly, something like vertical integration may well do it rudely.

With government help, farmers might be able to retain control of their "factory farms" but without it others will make the farmer dance to their tune, making him a worker just like his city friend on the assembly line.

This solution for the wheat surplus problem, the dairy surplus, the corn surplus, is hardly likely to see the light of day at least in Washington until after 1960 when the election madness takes temporary leave of the U. S. body politic.

And in 1960, if the Democrats win control of the White House on a high-price-support platform, this answer may be buried and it may be perilously close to 1984 before the surplus problem could be soundly attacked again.

The International Wheat Agreement which comes up for renewal next July has been the only more or less effective international effort to help the wheat farmer. But because so much wheat moves outside IWA today it is largely effective as a guide line for price rather than as a handy mechanism for moving out wheat supplies.

There is, however, discussion now about transforming the Agreement into something more than just a price guide.

The British would like to see the IWA tackle the surplus question and also get at the heart of the problem — price supports.

The question is: Would such a broadening of the IWA make it too bulky and unwieldy, or would it be just the thing to stimulate an agonizing reappraisal of domestic policies, not only in the U. S., but in other nations with somewhat flighty wheat policies?

Up to now, the governments individually and collectively have for the most part found it too agonizing to make a reappraisal.

The most they have been able to do is to sit around an international conference table frowning at those souls who are so bold as to ignore the rules of the club in demanding such a reappraisal in the hope that in some uncertain future no such sinner will dare disturb the angels' singing.

In the 19th century, Hannah Flag Gould said in "The Wheat Field":

"Wisdom, power and goodness meet,
"In the bounteous field of wheat."

There may be some power, but there is not much wisdom meeting in the wheat fields of 1959.

Saskatchewan Loan Goal: Strengthen Family Farms

From Our Own Correspondent

REGINA — Saskatchewan farmers may borrow money to buy more acreage under a new bill which has received second reading by the Saskatchewan Legislature.

The bill, known as the Family Farm Credit Act, is regarded as a serious attempt to do something about providing additional credit to farmers in the province. It has received favor on all sides of the provincial legislature.

Loans up to $25,000 will be made by a government-selected lending agency, **Co-operative Trust Co.**, which will raise money through government-backed bond issues.

Premier Douglas says other co-operatives in Saskatchewan may be willing to participate in this plan by purchasing the government-backed bonds of the Co-op. Trust Co.

Primary objectives of the new act, as outlined by Mr. Douglas, are:

To retain the family farm as a basic form of social and economic organization by transfer from one generation to another.

To strengthen the family farm by increasing capital resources and permitting acquisition of more land and a larger operation.

To facilitate retirement of older farmers. Many farmers are unable to retire because they cannot find buyers with sufficient cash to make a large down payment and assuring them of adequate income.

The bill is welcomed in business circles since it appears to fill a gap in the credit structure not covered by sources including the federal Farm Improvement Loan Act.

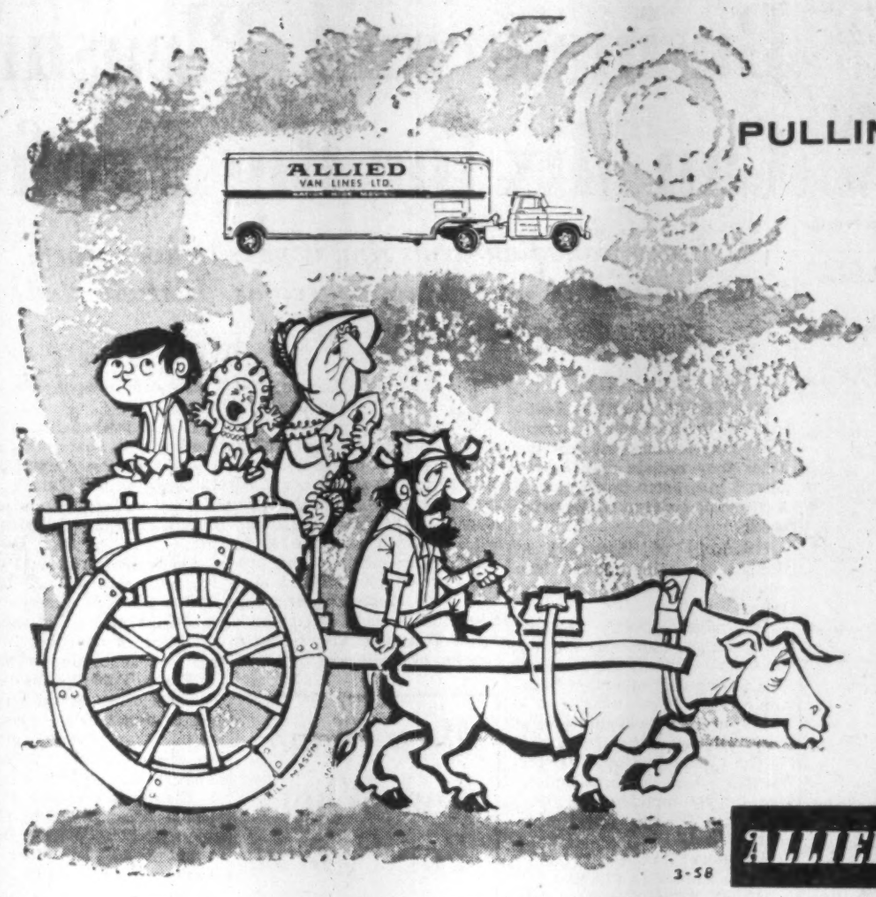
Reason: It will provide credit in sufficient quantity to bring the farm unit up to economic size for power farming or other operation in which size is a factor in unit costs.

All land, and all farmers, would not, of course, qualify for loans.

Mr. Douglas admitted that provincial farm credit is not fully adequate to meet the needs which have been set at a minimum of $200 million by a royal commission on agriculture and rural life.

As far as it goes, however, "the legislation will be successful if it permits competent farmers to earn adequate incomes," says Mr. Douglas.

This would include expanding the size of their farms and the amount of equipment of the type needed for larger operations.



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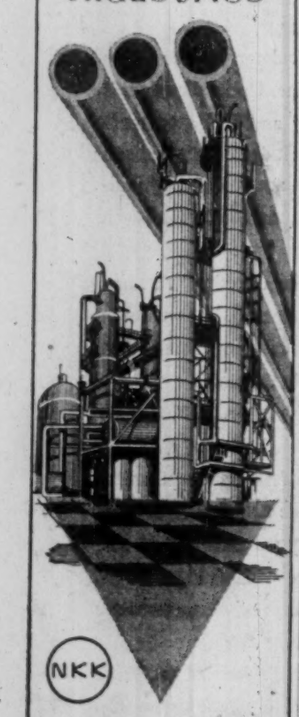

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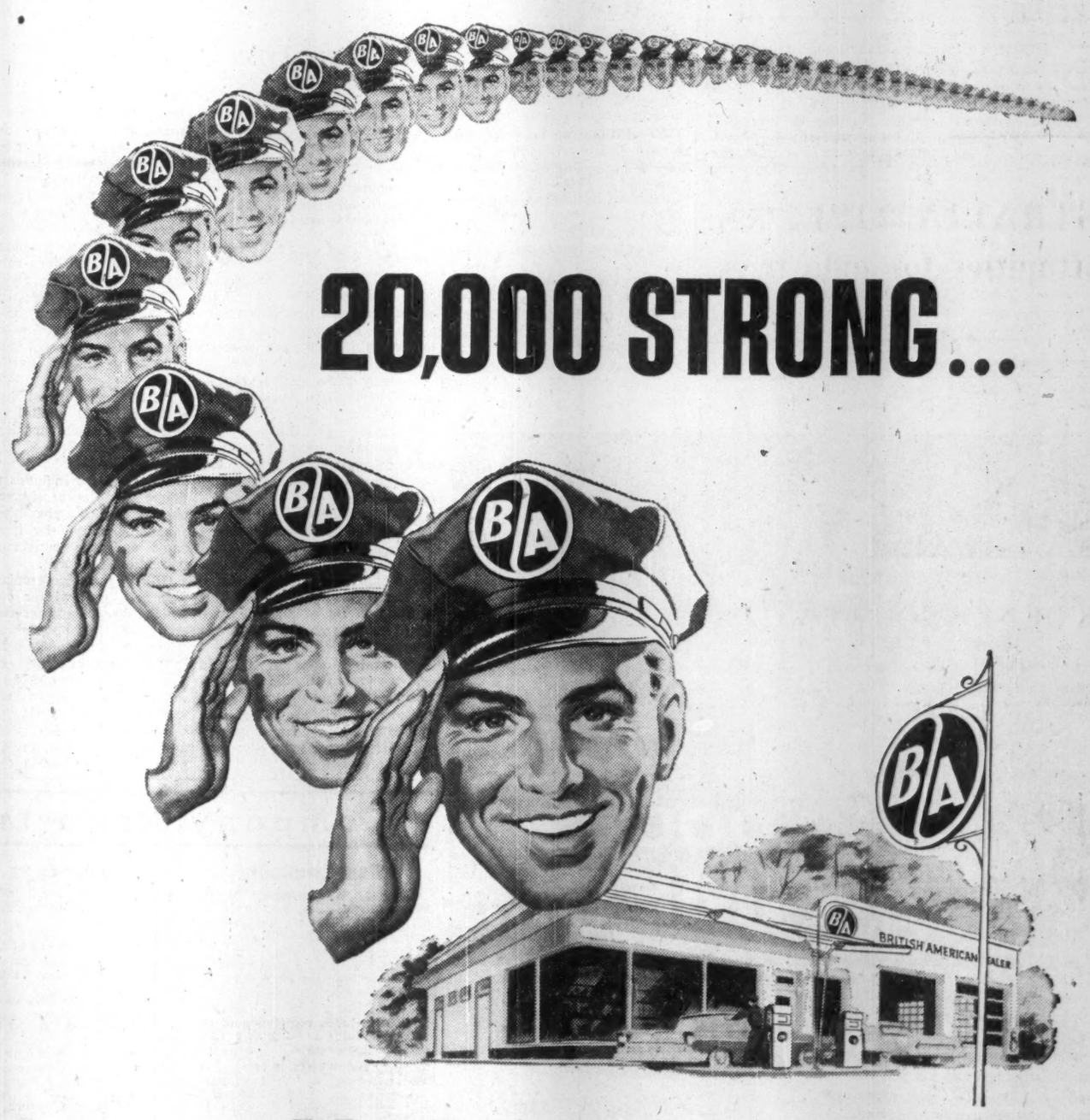

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There are two sides to every story, sound judgment requires to know both.

More for Offense Or More Defence?

Boost in NORAD cost opposed by U.S. senators who want ICBMs ...

By KNOWLTON NASH

WASHINGTON, D.C. — The price tag for North American defence is going up.

Right now, the cost runs around $5,500 million every year.

NORAD boss, General Earle Partridge, wants to boost this to $10,000 million a year by 1961.

The reason: High cost of ICBM defence.

General Partridge is drawing up plans for a major re-examination of North American air defence.

He wants: More money and more defences.

New ICBM radar defences in Canada and ICBM radar defences around target areas.

Put NORAD facilities at Colorado Springs underground.

This new thinking on North American defence has been revealed in testimony before two Senate subcommittees.

The testimony was taken in secret, censored and some bits later released.

Since much of it concerned U.S. military preparedness for the Berlin crisis, this part of the testimony got the headlines while references to North American air defence were largely overlooked.

Gen. Partridge outlined some of his ideas to the military construction subcommittee of the Senate armed services committee.

Here is what he wants:

"Far in the north we must put a warning system with several beams so that we can detect, identify and track the incoming hostile missile. (This presumably refers to the BMEWS radar sites in Greenland, Alaska and northern U.K.).

"To the rear, back in Canada somewhere, we must put forward acquisition radars and back behind that near the target areas, we must put the local acquisition radars and the missiles, the anti-missiles themselves."

In his presentation to the subcommittee, Gen. Partridge presented a chart labeled "Initial ICBM Defence Concept."

Far northern radar sites are shown detecting incoming missiles and the interception point with the anti-missile missiles appears to be close to the U.S.-Canada border.

"It is a matter of utmost urgency," Gen. Partridge testified, "that the anti-ballistic missile defences of Canada and the U.S. be pushed to completion with all possible speed.

"In the near future there will be ever increasing numbers of intercontinental ballistic missiles in the Soviet inventory and in the next few years the principal threat to Canada and the U.S. will be the ICBM attack supplemented by manned bombers.

"This means that with all the energy and resources at our disposal we must proceed with the building of an intercontinental ballistic missile defence system."

There is, however, considerable opposition to the vast expansion and improvement in North American air defence as requested by Gen. Partridge.

Even one member of the U.S. joint chiefs of staff, Admiral Arleigh Burkes, favors cutting down on North American air defence expenditures.

This opposition is revealed in testimony taken by the Senate preparedness subcommittee.

The argument is that the Russians are more likely to be deterred from starting war by a big stockpile of U.S. offensive ICBMs than they are by defensive equipment like radar and Bomarcs.

This attitude is particularly strong among the leading Democratic critics of Administration policy.

They want more offensive missiles such as Polaris, Atlas, Titan and Minuteman, and less expenditure on Bomarcs, interceptor aircraft and radar detection.

The attitude can be described as one of advocating "less Bomarc thinking and more Polaris thinking."

Number one military critic in the Democrats, Senator Stuart Symington, told the Senate preparedness subcommittee, "It seems to me extraordinary that we are spending these many billions annually to protect ourselves against the old bombers but won't spend a few dollars more to maintain a missile deterrent picture more nearly equal to the Russians . . . I would rather have more in our capacity to launch Polaris or launch Minuteman or Atlas or Titan."

This attitude is strongly supported by such influential senators as Henry Jackson of Washington and John Stennis, chairman of the Senate military construction subcommittee.

It has been a classic Pentagon argument for years about how much money should go for defensive weapons and how much for offensive.

There are growing adherents, however, to the line that "the best defence is a good offense."

This is especially so with the immense complexities of ICBM defence and the vast cost.

With Gen. Partridge now preparing for a large review of North American defence with a view to almost doubling the annual cost, supporters of the "less Bomarc thinking and more Polaris thinking" line are becoming more vocal and increasing in number.

Senator Stennis drew support for this thinking from Admiral Burke, boss of the U.S. Navy, at hearings of the preparedness subcommittee. This exchange took place at one point:

Sen. Stennis: "Now as I understand you, you think that even though we have to keep the warning system we now have in operation in view of these other passings needs, we certainly ought to stop new additions and new installations for such things as Nike and Bomarc."

Admiral Burke: "There are some of these things that are fairly well along, sir. Those things can be completed. But in general, yes, sir."

Senators Symington, Jackson and Stennis are inclined to dub the DEW Line today as "a modern Maginot Line."

It is officially admitted that the DEW Line offers absolutely no protection against Russian missiles, but only against Soviet bombers.

"This system has no capability whatsoever to defend Canada or the U.S. against a ballistic missile attack," Gen. Partridge told the military construction subcommittee.

Sen. Symington believes much of the DEW Line expenditure and the money spent for other radar defences against manned bombers was done on a false premise.

That is, he thinks, that the Russians were going to build many more long-range Bison and Bear bombers than they actually did.

Present chairman of the U.S. joint chiefs of staff, General Nathan Twining, came back from a visit to Russia several years ago forecasting this vast Bison and Bear build-up.

It never came, probably because the Russians switched over to concentration on missiles. But his forecast did help stimulate expansion of the northern radar defences.

The 1959 cost for North American defence was broken down in the Senate preparedness subcommittee hearing in this fashion:

At present, the yearly capital costs are $3,952 million and operating costs are $1,612 million.

The operating costs, the subcommittee was told, soon will be running at $3,000 million a year.

At one point in the testimony before the preparedness subcommittee, the committee counsel asked Air Force Chief of Staff General White: "Didn't he (Gen. Partridge) tell you that he was considerably worried about his defences?"

General White replied: "Sure, every commander in the country is worried."

The air force general said there had been an argument within the Pentagon on whether to go ahead with one or both of the Nike-Hercules and the Bomarc missiles which are designed to kill attacking bombers.

He said the compromise worked out was a decision to go ahead with both projects. Gen. White, however, said he favored the Bomarc.

"NORAD's first priority is for the Bomarc," Gen. White said. ". . . But he (Gen. Partridge) also wants the Nike-Hercules because it is available today and the Bomarc is somewhat in the future."

In his testimony, Admiral Burke indicated he favored taking some money out of these air defence developments and giving it to the Navy.

At present, there are 70 squadrons of interceptors under NORAD including nine Canadian squadrons.

The Canadian planes are the CF100s which Gen. Partridge described to the military construction subcommittee as slower and older.

Backbone of the U.S. force are the F102s.

Altogether there are about 210,000 persons working directly in the air defence system at this time.

General White testified that the air defence command fighter interceptors now are on a five-minute ground alert, 24 hours a day.

He noted that SAC is on a 15-minute ground alert.

He suggested an air alert would be required for SAC when the Russian missile threat becomes greater.

This would involve SAC bombers flying north above Canada, presumably circling near the Arctic for a couple of hours and then returning to base to be replaced by other SAC planes.

ANNOUNCEMENT

ENGLISH ELECTRIC CANADA

ROY T. BOGLE

The appointment of Mr. R. T. Bogle as General Manager of English Electric Canada has been announced by John Inglis Co. Limited. He is a graduate in Engineering from the University of British Columbia and has had wide experience in engineering and manufacturing of electrical apparatus. With the exception of four years in the Army Mr. Bogle has spent the last nineteen years with the Canadian General Electric Company. He is a Member of the Association of Professional Engineers of the Province of Ontario and a Member of the Engineering Institute of Canada. He succeeds Mr. M. B. Mallett who has returned to the United States.

Freight Movement Simpler, Speedier By New Language

A new, condensed air cargo reservation language will come into use next week.

It will pack most booking requests into 40 letters or less, promises the International Air Transport Association.

The new message system follows the style of the passenger reservations code established by airlines four years ago.

Subject to government okay, it will go into general use April 1 by member airlines of IATA and of Air Traffic Conference of the Air Transport Association of America.

Objective is to make connecting flight reservations for cargo faster, simpler and more accurate. At present, messages are spelled out in languages that are normally used by carriers concerned.

$4 Million a Year To Lobby Congress

From Our Own Correspondent

WASHINGTON, D.C.—High-powered Washington lobbies officially spent $4 million last year in the delicate business of pressuring Congressmen.

Actually, the real figure would be very much higher.

But because of loopholes and vagueness in the law requiring registration of lobbies, many large pressure groups report only small expenditures.

Some, in fact, report nothing more than cab fares to and from Capitol Hill.

Others report the entire cost of maintaining an office in Washington.

But on the official records in U.S. Congress, during 1958 the lobbies spent a total of $4,094,-535.

This was $200,000 more than the 1957 figure.

At present there are about 1,500 active lobbyists in Washington.

Number one spender, according to these records for last year, was the AFL-CIO. The union reported spending $133,-348.

Number two official spender was the American Tariff League with expenditures of $131,749.

The National Federation of Post Office Clerks spent $113,-199 last year and it figures the money well spent. As a result of its lobbying U.S. post office clerks got a generous pay raise.

Biggest farm lobby spender was the American Farm Bureau Federation which reported $97,606.

The National Education Association reported $85,788 and the American Medical Association, $51,676.

Various organizations representing veterans' interests in Washington reported spending a total of $166,489.

Lobbies in Washington are required to register with Congress and make quarterly reports showing how much money they spent on lobbying and where the money comes from.

The law requiring this registration was enacted in 1946.

Because of the loopholes found over the years, however, much of the lobbying spending — some say most — slips by unreported.

In fact some pressure groups, such as the National Association of Manufacturers and the American Meat Institute, have never registered, claiming their principal purpose in Washington is not lobbying.

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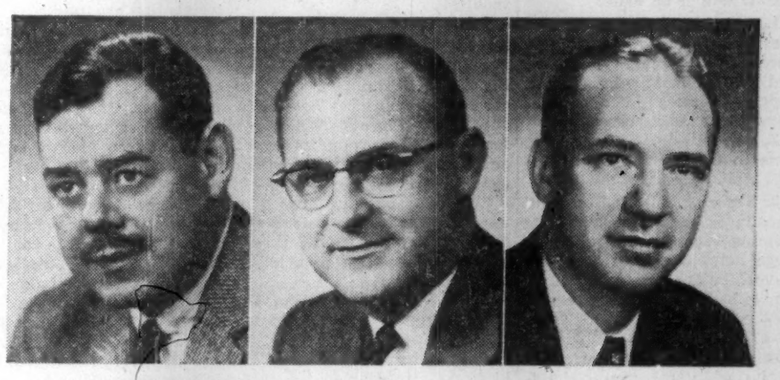

NATHANIEL H. SHAW — J. SCOTT FEGGANS — E. CLIFFORD WENT

On behalf of the Board of Directors, Thomas G. McCormack, President of Dominion Stores Limited, announces a broadening of the senior management group. Nathaniel H. Shaw, Q.C., formerly Secretary of the Company, is now Vice-President and Secretary. J. Scott Feggans, now Vice-President, Advertising and Public Relations, and E. Clifford Went, now Vice-President, Personnel and Labour Relations, were formerly Directors of these departments. All three have had lengthy experience in their respective fields, including many years of service with Dominion Stores Limited.

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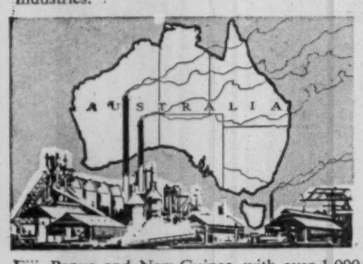

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1928	1,260,580	36,391,146	4,596,996
1938	1,626,365	47,450,597	7,305,061
1948	3,223,477	105,749,915	18,416,475
1958	6,422,641	214,427,396	37,513,962

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Bluewater Oil Plans 11 Wells

Bluewater Oil & Gas, London, Ont., has started its 1959 drilling operations. Company is committed to a firm program of 11 wells which could be increased as the season progresses.

The first well is being drilled in Stephen township and will be carried to a depth of 2,000 ft. The Brand Bend oil field owned by **Imperial Oil** lies 1½ miles to the southeast.

Bluewater expects to start drilling a Trenton test at the south end of Pelee Island early in April. After the ice clears in Lake Erie, around May 1, development drilling will commence on its Long Point Bay discovery.

Company produced 29,381,000 cu. ft. of gas in January and 26,-123,000 cu. ft. in February. Bluewater's share of the production amounted to approximately $19,-000.

Company has been granted four licences of occupation, amounting to 20,000 acres, in Lake St. Clair.

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who has been elected a Director and Executive Vice-President of Moore Corporation Limited.

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Wanted: Canadians Who Discriminate

Rolls-Royce will be satisfied to sell 100 cars a year to Canadians. Here's the plan . . .

By RODNEY TOUCHE

"It's no longer sufficient to say it's the best car in the world. People want to know why."

This comment from the sales manager of **Rolls-Royce of Canada's** motor car division, G. Raymond Russell, is the key to the company's latest moves to promote its $14,000 cars.

Rolls-Royce cars have been bought by Canadians for almost 50 years. But it is only in the last five years that the cars have been sold to Canadians through a separately established division here.

Compared with the volume market of the much lower-priced prestige cars of the North American auto-makers (3,000-3,500 Cadillacs a year at about half the price) Rolls-Royce's target of 100 cars a year is almost insignificant.

But for the car division of the Canadian company there is nothing insignificant about the effort needed to boost sales to an average of two a week from 1958's full-year total of "something less than 50."

How will it be done?

1. Appointing dealers. There are Rolls-Royce distributors in Toronto, Montreal, Vancouver and Edmonton. It is intended to appoint dealers in altogether some 16 Canadian cities.

2. Advertising. This is being done in Canada mainly by direct mail.

3. Training. Rolls-Royce of Canada is preparing a mobile training school, including a large house trailer, which will leave Montreal early this summer to begin a continuous round of the major cities of North America.

Intended mainly for mechanics, but of interest also to Rolls-Royce owners, it will be equipped with cut-open versions of engines and transmissions.

The blunt object of these efforts, as seen by a Rolls-Royce of Canada executive, is "to find 100 people of discrimination to buy our cars each year."

This aim can be set against a background of two statistics: Rolls-Royce owners in North America have been keeping their cars an average 11 years. The number of people in Canada who earned $25,000 or more (before taxes) in 1958 was 12,114.

An income of $25,000 is regarded as an approximate minimum by Rolls-Royce sales executives when looking for prospects for a new car. But they admit that "there are very wide differences in the idea of how much is actually needed."

Sales Manager G. R. Russell emphasizes the qualification of discrimination. He says that apart from having the money to pay for the car, a prospect must be "the type of person who can look after Sheraton furniture or a Steinway piano."

And he adds: "His wife should be pleased to polish the car's woodwork."

The emphasis on discrimination is more practical than snobbish.

Rolls-Royce cars carry a three-year warranty on mechanical parts (and one year on the body). The fact that the car has the mythical reputation of "lasting forever" has led some owners to damage mechanical parts in much less than three years.

"We have one customer who uses his car to ride over the fields on his farm. His three-year warranty cost us a lot of money."

Since Rolls-Royce began active selling in North America it has come a long way from the days when its cars were "allocated." But the sales department claims that it still "looks into" all sales before they are completed.

"No one has been turned down yet in Canada but this question will arise more in the future, I expect," said Russell. "It is simply a matter of how carefully the car is going to be looked after."

Recently, Rolls-Royce agreed to let a dealer sell a car on a time payment plan.

But it instructed another dealer to buy a car that was up for sale on a used car lot.

"We do not allow our cars to be shown on used car lots," said Russell firmly.

In its initial attempt to reach "people of discrimination" in Canada, Rolls-Royce began a direct mail campaign last year to a list of prospects obtained from dealers and distributors. The number of people on the list: 1,400.

The direct mail consisted mainly of reprinted advertisements from the New Yorker that were designed to explain why Rolls-Royce (and the almost identical Bentley) cars are the best in the world.

The advertisements stressed value-for-money aspects of Rolls-Royce engineering and detailed the quality of the materials that are used.

They also carried pictures clearly intended to destroy the image of the Rolls-Royce as a car only for chauffeur-driven potentates. One picture showed a mother at the wheel; a second showed a couple washing and polishing the "family" Rolls-Royce.

Further direct mail is planned for this year. It is likely to draw attention to the "economy" of owning a Rolls-Royce in terms of depreciation.

(For example, the Rolls-Royce and Bentley cars sold in Canada for $10,000 eight years ago still fetch more than $4,000 if in good condition.)

One factor that helps to keep used values high is that dealers never sell new cars at discounted prices.

"Our problem is just the opposite," says G. R. Russell. "We have cases where dealers want to add too much to the price of the car."

If Rolls-Royce of Canada's sales target of two a week seems absurdly small, it nevertheless represents about 6% of the parent company's output — 35 cars a week. Most of this output is now going to the U. S., where Rolls-Royce of Canada's subsidiary, **Rolls-Royce Inc.**, has established a network of 80 dealers.

Car production itself is also only a 15% part of Rolls-Royce operations. The balance is 80% aero engine, 5% diesel engines.

Car Imports Pumping Cash Into Port City's Economy

From Our Own Correspondent

SAINT JOHN — Imports of European cars are bringing a twofold boom to this Maritimes port city:

- **Handling the cars on their way to Central Canada** has boosted harbor business.
- **New car agencies have mushroomed to sell the cars in the city itself** (European car sales in the Maritimes jumped some 60% in 1958 over 1957).

When the books close on the winter port season 1958-59, more than 15,000 of the compact little vehicles will have been landed here.

For weeks every parking space along the waterfront has been taken up by cars, trucks and buses from U. K., Germany and France.

A single ship, the freighter Johannes Russ from Bremen, landed a cargo of 865 German vehicles. Handling these cars is a major employment source for dock workers and for railway workers.

H. Herloff Smith, port commissioner, has been pushing plans for a washing plant and additional parking facilities so that Saint John can get an even bigger slice of the auto import business in future.

The rule of thumb here is that the turn-around of a ship is worth about $50,000 in direct revenue to the community.

B.C. Dealer Hit by Squeeze Switches to Imported Cars

From Our Own Correspondent

VICTORIA — One of B. C.'s largest car dealerships, **National Motors Ltd.** (Ford, Monarch, Edsel), has decided to swing to a varied line of small foreign cars.

Logan Mayhew, National's owner and president, said he will drop **Ford** products June 30 because of the squeeze created by demand for economy cars and doubling up of outlets for big cars in the city.

He said the increasing popularity of foreign makes across North America probably has reached its greatest height in Victoria where 50% of the market is in small cars.

The company is up for sale, with its Ford franchise, until June 30. If there are no takers by then, it will switch to Singer Gazelle and Berkeley (British); Fiat (Italian); Mercedes Benz and DKW (German) cars.

The move follows a similar switch in Vancouver a few weeks ago when **Clark Simpkins Ltd.**, self-advertised as the largest Ford dealer in Canada, dropped Ford in favor of a variety of European makes.

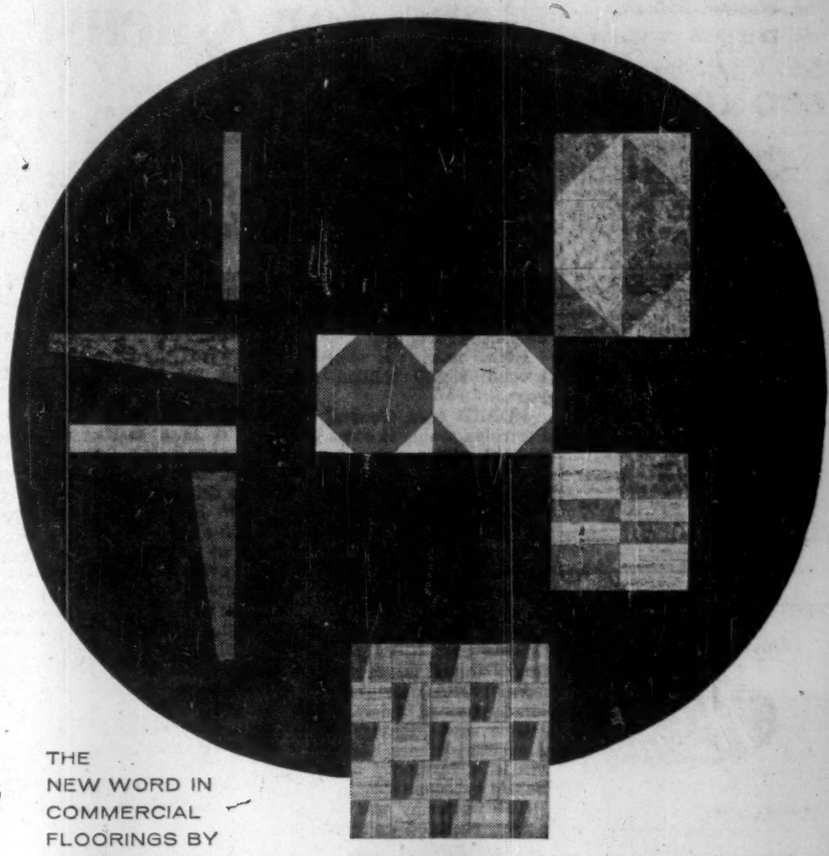
In both cities, a steadily growing number of foreign franchises are being taken by car dealers.

Business Women Push for Changes In Taxes, Stamps

Canadian business and professional women have launched a campaign for legislative changes that range from trading stamps to income tax regulations.

In a march on Ottawa this week, the Canadian Federation of Business & Professional Women's Clubs made these recommendations to Prime Minister Diefenbaker:

- **Trading stamps** should be abolished. They are a "vicious sales promotion scheme," they contend.
- **Dominion Day** should continue to be celebrated on July 1.
- **Change income tax law** to permit a wife's salary as business expense in an unincorporated husband-wife business.
- **Relief from double taxation** when death benefits are taxed under Estate Tax Act, then again as income in hands of a widow.
- **Canada should ratify** the International Labor Organization convention on equal pay for men and women workers.
- **Women should have better representation** on various boards and commissions, and "a more wholesale approach" should be taken to appointment of women to the Senate.



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INQUIRING MINDS

Each year C-I-L provides fellowships for promising young scientists doing post-graduate research at Canadian universities. Through this program, now in its eighteenth year, over 200 students have had the opportunity to carry out original work under university direction thus adding to their own, and Canada's, store of scientific knowledge.

Grants to endow chairs of science and to expand facilities further support the development of inquiring minds. C-I-L's own activities, so dependent on constant development and research, also provide scope and a congenial atmosphere for many trained talents, working together in the ever-new world of chemistry.

SOME OF THE RESEARCH PROJECTS CARRIED ON BY HOLDERS OF C-I-L FELLOWSHIPS:
isotopes produced in nuclear fission • chemistry of wood carbohydrates • wood pulping with liquid ammonia • soil fertility • electrically activated oxygen • gas engineering • nitrogen derivatives of steroids • the use of gaseous ammonia as a plant nutrient • mechanisms of organic reactions using radioactive carbon • spectral analysis of molecules • reactions of active nitrogen • waterfowl habits.

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ANNOUNCEMENT
ELECTED DIRECTOR CANADIAN PREMIER LIFE

HUGH A. BENHAM whose election to the Board of Directors of Canadian Premier Life Insurance Company is announced by Mr. F. A. Lang, President of the Company. Mr. Benham is Executive-Director of the Winnipeg Foundation and a director of several other companies.

Letter from London

It is now believed that Macmillan will hold the general election in May . . .

By ADELPHI

BUDGET time draws near in Britain; the vitally important document is in course of preparation.

Traditionally no one but the Chancellor of the Exchequer knows exactly what pains and pleasures have been concocted for the taxpayers.

Not until the eve of budget day does the Chancellor reveal his plans to the prime minister, and you may remember that it was this method of consultation which resulted in the resignation of Peter Thorneycroft and his two treasury ministers last year.

Macmillan would not accept Thorneycroft's cuts on the welfare state and out went the three finance ministers to eternal banishment.

* * *

For no particular reason it is now believed that Macmillan will hold the general election in May.

The decision of course is entirely in his hands but there are rumors that he now believes that in the interests of the country the election should take place as soon as possible instead of prolonging the deadening period of uncertainty.

* * *

If ghosts walk then Bernard Shaw must chuckle if he drops in to haunt the massive Drury Lane Theatre where "My Fair Lady" is playing to capacity.

In fact it is estimated that as the result of turning Shaw's play "Pygmalion" into a musical comedy it has taken a gross in New York and London of nearly £700,000. Presumably the film rights are included in this majestic total.

It remains now for someone to change Hamlet into a musicale entitled "The Dancing Dane" and people will be crushed to death in the mad rush to see it.

Incidentally the play "Pygmalion" cannot be presented anywhere during the run of "My Fair Lady."

Shaw would have got a great laugh out of that if he happened to be alive at this hour.

* * *

Sir John Elliot has asked to be relieved of his post as Chairman of London Transport.

You may recall that last year he was the central figure in the London bus strike which upset the whole traffic of the metropolis and its suburbs. He also visited Montreal.

At the time of Sir John's appointment there was a considerable raising of the eyebrows. He is the son of R. D. Blumenfeld who was the editor of the Daily Express when Lord Beaverbrook acquired it, and in time Elliot became night editor of that newspaper.

When, however, his father retired from the Express, young Blumenfeld not only changed his occupation but his name as well.

He has much charm and great courage but the vagabond attraction of journalism still haunts him.

Apparently once a man has been indoctrinated with printer's ink he is like an alcoholic who is never happy away from the bottle.

* * *

That remarkable and robust figure Sir Roy Welensky is facing a black sea of troubles as prime minister of the Central African Federation, but that will not give him any sleepless nights.

In his youth he was a professional prize fighter and possessed a mighty punch. Later on he became an engine driver on the railroad.

If any man can bring order out of disorder he will do it. He possesses a gust of life and an abundant humor. Macmillan has great confidence in him—which will be a help.

* * *

Ernest Marples is Britain's Postmaster General and, as such, is responsible for the telephone system of the U. K.

This week, in his official capacity, he made the announcement that from now on the main purpose of the telephone service would be to please the customer.

Therefore, said Mr. Marples, the telephone operators should be less formal. "Be yourselves," he said to his employees, "and let the customer hear the smile in your voice."

He wants to put an end to those time dishonored clichés such as "Sorry you have been troubled" or "If you will repeat the number I will change the line."

To bring this new era into effect he has recorded a "pep talk" which the staff can hear whenever they feel in need of encouragement.

"The Post Office," declares Mr. Marples in his pep talk "will lean over backwards to try to meet the wishes of the public. We must never forget that we are a monopoly and our purpose from now on will be to give the finest and most courteous service in the world. And let it be seen that we have this daily sense of purpose."

Mr. Marples is only a junior minister, but, when Macmillan was Minister of Housing, Marples was his undersecretary and Macmillan formed a high regard for him.

At any rate the new idea seems a good one in principle even if it means little in fact.

* * *

So far the Royal Academy Exhibition of Sir Winston Churchill's paintings has proved a great success.

Up to date some 25,000 people have attended. But something tells me that if his name had been Samuel Smith the galleries would have been rather underpopulated.

B.C. Forest Industry Hits Ottawa's 'Protectionism'

From Our Own Correspondent

VANCOUVER — Is Ottawa embarking on a new protectionist policy?

West Coast's forest industry thinks so — and has voiced its concern in a letter to all British Columbia MPs.

The letter comes from five major industry associations: B. C. Lumber Manufacturers' Association, Plywood Manufacturers' Association of B. C. Truck Loggers' Association, Consolidated Red Cedar Shingle Association and B. C. Loggers' Association.

It refers to "what appears to be a new trend toward protectionist policy within the Federal Government."

It argues that Western Canada makes its contribution to Canadian prosperity by the export of surplus products, and that over the years, with minor exceptions, all governments — whether Liberal or Conservative — have accepted the idea of the freest possible access to world markets.

"Accordingly, Canada's influence has been almost consistently on the side of freeing rather than restricting trade," the letter states. "Canada has been a builder, not a restrictionist force, in international trade."

It goes on to state "it is disturbing now to see some signs of a narrowing and restrictionist trade policy developing in Ottawa."

"In view of recent demands for restrictive tariff action in the interest of certain manufacturers already enjoying substantial protection, and bearing in mind the forthcoming appointment of new tariff board personnel, we urge that Canada's obvious longterm interests not be endangered by any swing toward short-sighted restrictionism."

Net value of B. C. production in 1958 was about $570 million — most of this moving to export.

Will Mine Again At Springhill

From Our Own Correspondent

SPRINGHILL, N.S. — Newly-incorporated **Springhill Coal Mines Ltd.** will open small-scale coal operations (FP, March 7) as soon as a permit of authorization is obtained from the provincial government.

The company will employ 50 to 60 Springhill miners and produce 125 to 175 tons of coal daily.

Company spokesman Thomas A. Giles, Amherst, said mining rights in the area are controlled by **Dominion Steel and Coal Corp.** but Dosco had indicated that it would release the rights.

Mr. Giles said the company has a $100,000 authorized share capital.

Domestic markets were expected to take care of production.

Newfoundland Budget Delayed

From Our Own Correspondent

ST. JOHN'S — Preparation of Newfoundland's 1959-60 budget is being delayed pending Ottawa's decision on an award under the terms of the McNair Royal Commission's report.

If the award comes this year, it will have to consist of three payments as the amount was retroactive to 1957. Under the terms of the report, Newfoundland would receive $8 million annually less diminishing grants.

Newfoundland has asked for **$15 million a year.**

ANNOUNCEMENT

SENIOR APPOINTMENTS AT CHRYSLER OF CANADA

JARMIN G. CRAIG

J. H. McGIVNEY

Creation of a new Defence and Special Products Division within the corporation is announced by Ron W. Todgham, President of Chrysler of Canada.

Jarmin G. Craig has been appointed Vice-President, Defence and Special Products. In this capacity he will be responsible for the development, production and distribution of a wide range of non-automotive products in addition to supervising corporate activities in the defence area.

Mr. Craig was born in Windsor, Ont., and has served as Vice-President, Personnel, for the past four years.

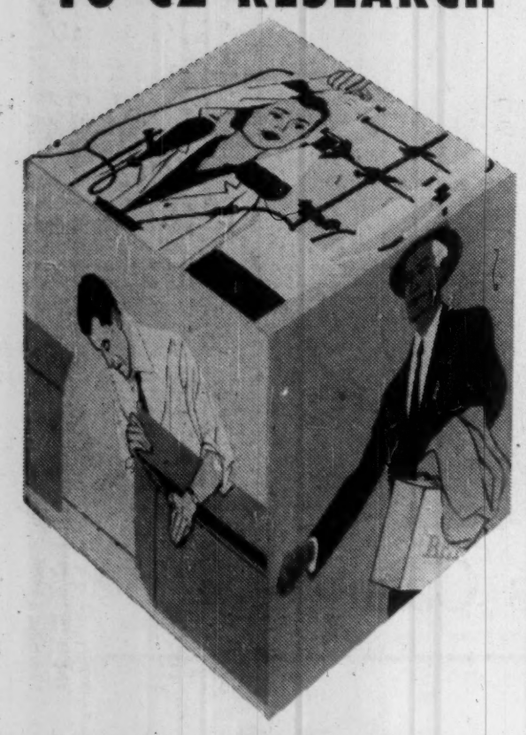
Mr. McGivney, formerly secretary of the corporation, is promoted to Director of Personnel with responsibility for labor relations, employment and employee services, education and development, medical services, salary administration and related activities.

He is a graduate of the University of Toronto and Osgoode Hall and prior to joining Chrysler in 1955 as corporation legal counsel, practised law in Toronto.

Here are clues to profit

A businessman's judgment is no better than his information. You can profit from Canada's bustling growth—as other businessmen do — through The Financial Post. Here is Canada's most comprehensive business news service. Every week, The Post helps you gauge the swing of business and investments. It helps you plan with confidence, make sound decisions. In brief, it helps you make more money because it helps you anticipate trends and developments across the nation. Yearly by mail in Canada, $6; elsewhere $7 yearly.

In Packaging Design . . .
THERE ARE THREE SIDES TO CZ RESEARCH



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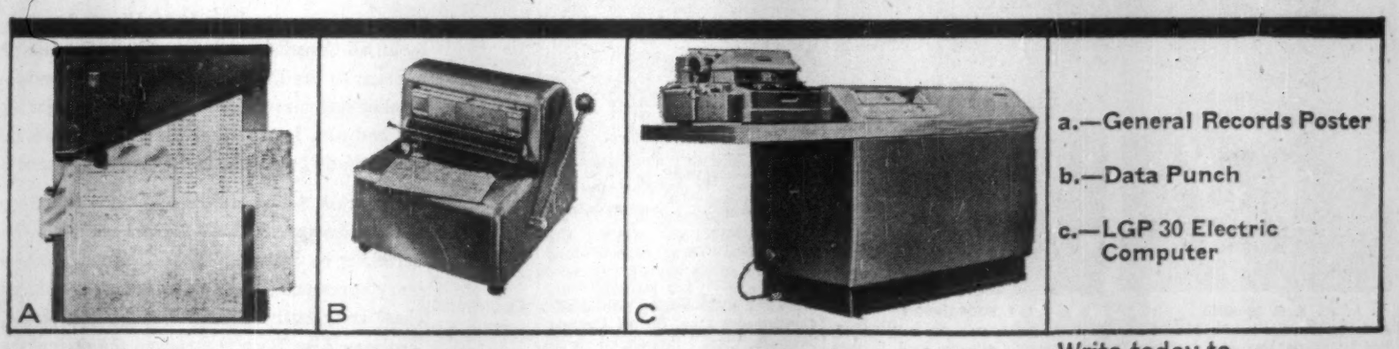

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MOBILE HOME PROGRAM

A new public relations program has been launched by Canadian Mobile Home Association, directed by Managing Director Herbert C. Hardy and **Leidra Ltd.**, public relations counseling firm. Program will emphasize the place of mobile homes in Canada and will encourage improved standards in park facilities.

ANNOUNCEMENT

APPOINTMENT

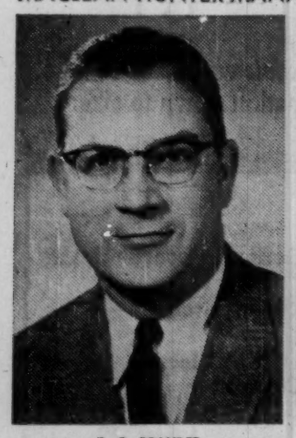
HARRY L. ROPER

Terminal Construction Division of Henry J. Kaiser Company (Canada), Ltd., Montreal, announces the appointment of Harry L. Roper to the staff of the Company as Maritime Manager.

Mr. Roper has been prominent for many years in the construction industry in the Maritimes, and will continue to make his headquarters in Halifax.

ANNOUNCEMENT

MACLEAN-HUNTER MANAGEMENT APPOINTMENTS



F. G. BRANDER

L. F. HODGKINSON

F. G. Brander has been appointed manager of Maclean's Magazine and Lloyd F. Hodgkinson manager of Chatelaine. The appointments, effective April 1, were announced by C. J. Laurin, director of the Magazine Division, Maclean-Hunter Publishing Co. Both men bring to these top management posts a broad background based on many years of experience with Canadian magazines and business publications.

Mr. Brander has been with the company for 18 years, progressing from audit clerk to manager of the merchandising group of Maclean-Hunter's Business Publications division before moving into the consumer field last January. Mr. Hodgkinson joined the company in 1958 as advertising manager of Chatelaine after a distinguished career with Consolidated Press.

Jetty-Lined Ship Channel For the St. Lawrence?

MONTREAL (Staff) — After the Seaway, what?

If the soon-to-be-opened St. Lawrence deep waterway becomes a resounding economic success, it won't continue to exist in lonely splendor.

New transportation projects will grow around it, to enable an increasing number of areas, industries and people to mine Seaway gold.

One of the newest ideas now getting a onceover in engineering circles:

A jetty-lined channel all the way from Montreal to Ile-aux Coudres below Quebec City — about 225 mi.

Proponents see these advantages:

A more reliable river channel; easier and cheaper dredging, since dredges would have to work only in the jetty-protected channel; ease of navigation in the river; increased chance of keeping the river open all winter because of greater ability to control current velocity and thus lessen ice formation.

This is a novel idea to many observers, hasn't been investigated fully.

DEMERS

However, Quebec City consulting engineer George Demers has mapped out a possible route. He comments:

"From Ile-aux-Coudres upstream, the St. Lawrence being filled with islands, reefs and banks, the permanent seaway would consist of a channel following the best course of navigation and flowing between two parallel jetties.

"The examination of marine charts leads us to believe that the cost of such work would not be excessive . . ."

There is some argument here. Some shipping men think that cost might be too high to justify the project.

They say the St. Lawrence now is a reasonably satisfactory shipping lane.

Would the improvement and savings resulting from a permanent channel be worth its capital cost?

One authority who thinks such a channel may be possible suggests a cost figure (today's prices) of anywhere up to $55 million, depending upon materials used.

But this is only a guess since no detailed feasibility studies have been made.

In the end, this project might depend upon success — or otherwise — in lengthening the St. Lawrence shipping season from Quebec City and ports farther upriver.

If a permanent channel does allow greatly improved ice control then it could become a valuable and economic project — if a substantial amount of winter navigation takes place.

The ultimate success of the St. Lawrence Seaway as a shrinker of transport costs is also important.

The more successful the Seaway becomes, the more desirable it is to build subsidiary projects.

There are many of these already in the air, besides the permanent channel plan.

They include winter navigation itself; a free port in Newfoundland; new transhipment points on the lower St. Lawrence; a deep channel from Sorel, Que., to New York City; another from Montreal to Ottawa.

Even the Maritimes' Chignecto Canal proposal (**FP**, March 21) is related. So are a variety of improvement plans in lake and river ports.

If most or all materialize, Eastern Canada will have one of the world's most modern, efficient — and expensive — water transport networks.

$85 Million Flood Control Early Start by Manitoba

From Our Own Correspondent

WINNIPEG — Manitoba government will make an immediate start on an $85 million flood protection and water conservation program for Greater Winnipeg and broad areas of the province's farm lands.

An appropriation to get the work under way this year is being included in Legislature estimates.

Negotiations are proceeding with Ottawa to share the cost. The province proposes a federal contribution of 75% of the total and federal financing of half the remaining 25%.

Even though the final agreement isn't settled, Premier Roblin told the Legislature this need not delay a start.

The province, he said, would go ahead immediately on the assumption Ottawa will share on a basis at least equal to the formula applied in other provinces such as Saskatchewan.

The projects to be undertaken, with some variations, are those recommended in a report of the royal commission (**FP**, Feb. 21).

These projects will be undertaken:

1. A Greater Winnipeg Floodway with capacity of 60,000 cu. ft. per sec. to divert part of the Red River flow around the east side of the city. Estimated cost $57,361,000.

2. Regulation of levels of Lake Manitoba by enlarging the Fairford River channel and constructing a control dam. Estimated cost $1.6 million.

3. A diversion channel along the Seine River from Ste. Anne west to its junction with the Red River, some 17 miles. Estimated cost $1.8 million.

The Commission which didn't propose the last two projects, recommended two others. First, a diversion of the Assiniboine River to Lake Manitoba from a point near High Bluff, 40 miles west of Winnipeg, with a channel of 25,000 ft. per sec. Estimated cost $8,672,000.

Second, a storage reservoir at Russell, 200 miles northwest of Winnipeg, at an estimated cost of $6,450,000.

For the time being the province is delaying decision on both pending further study of alternative projects on the Assiniboine River.

In scope and principle Mr. Roblin said these $85 million projects were comparable with developments undertaken on a federal-provincial basis in other parts of Canada, the South Saskatchewan River development and the Fraser Valley dikes in British Columbia as examples.

Bank Staff Changes

Montreal:

D. A. GARDNER, of the assistant general manager's department, Toronto, to be manager of a new branch to open shortly at Lakeview, Port Credit, Ont.

H. M. MITCHELL, accountant, St. Catharines, Ont., to be manager, of a new branch to open shortly at Martin Grove Gardens, Toronto.

W. A. G. REITH, an inspector's assistant at the head office, Montreal, resident in Toronto, to be manager, Buchans, Nfld.

J. C. FOSTER, manager, Hanover, Ont., to be an inspector, head office.

J. A. EDWARDS, an inspector, head office, to be assistant chief inspector, head office.

C. E. THESSEREAULT, manager, Verdun, Que., to be manager, St. Laurent, Que.

J. McCANSH, manager, Owen Sound, Ont., to be manager, Oshawa, Ont.

C. H. BEDARD, manager, Cartier and Belanger Sts., Montreal, to be manager, Verdun, Que.

G. E. J. CHABOT, Quebec credit department, head office, to be manager, Cartier and Belanger Sts., Montreal.

J. F. HODGINS, accountant, Front and Yonge Sts., Toronto, to be an assistant manager, King and Yonge Sts., Toronto.

A. B. CORLESS, manager, Milton, Ont., to be manager, Goderich, Ont.

Company Reports

Pulp and Paper

ST. REGIS PAPER CO. (CANADA) LTD. sales in 1958 were maintained at about the same level as in 1957, reports parent **St. Regis Paper Co.**, New York, in its annual report.

The Canadian company, a wholly-owned subsidiary, manufactures multiwall bags at four plants in Quebec, Ontario and British Columbia. These plants operated well although the economic recession in Canada had its effect, the report states.

Demand for St. Regis-built high-speed packing equipment in Canada continues to expand, it said.

The bleached kraft pulp mill at Hinton, Alta., managed by St. Regis Paper Co., improved operations in 1958 following delays after start-up in 1957.

"However, the operation did not reach a profitable level in 1958," state R. K. Ferguson, chairman, and W. R. Adams, president. Production increased, and on occasions exceeded the rated capacity of 430 tons a day. On the year's experience, rated capacity could be considered as 500 tons a day, they add.

(The Hinton mill is owned by **North Western Pulp & Power Ltd.**, in which St. Regis and **North Canadian Oils Ltd.** each have 50% interest.)

St. Regis advanced a total of $5,570,000 in short-term interest-bearing loans to North Western in 1953 to meet requirements for additional capital.

Output of the mill is sold by the kraft sales organization of St. Regis Paper and its Canadian subsidiary. Part of Hinton's output is used by St. Regis but the greater portion is sold widely as market pulp to other U. S. and Canadian manufacturers.

The Canadian Panelyte plastics plant of St. Regis, at St. Jean, Que., was sold to **Cyanamid of Canada Ltd.**, subsidiary of **American Cyanamid Co.**, in August, 1958.

Appliances

GENERAL STEEL WARES LTD., Toronto, consolidated net profit of $601,286 for 1958 was 20.2% higher than 1957's $500,317.

Sales, up 1.9%, were second highest in company's history. Profit margin on sales improved for fourth consecutive year due to cost savings from improved manufacturing methods and equipment, President S. J. Randall reports.

Capital expenditure totaled $649,-161.

General Steel and **Easy Washing Machine Co.** merged late in 1958. Accounts were not consolidated. Combined assets total $22,518,312.

Easy sales increased 18% to $7.7 million, and net profit 45% to $279,-000 in 1958.

Benefits from integration with Easy will be reflected in future results, Mr. Randall says.

CONS. INCOME ACCOUNT Years Ended Dec. 31:	1958	1957
	$	$
Sales	28,433,000	27,907,000
Net earnings	1,802,162	1,543,930
Less: Deprec.	400,000	400,000
Bond int., etc.	210,942	219,032
Inc. tax	589,934	424,581
Net profit	601,286	500,317
Less: Pref. divds.	209,203	214,986
Com. divds.	149,128	124,351
Surplus for year	242,955	160,980
Note: Total tax reserve at Dec. 31, 1958, is $607,429, resulting from deprec. claimed under the Act.		
Times Bond Interest Earned:		
Before deprec.	8.54	7.05
After deprec.	6.65	5.22
Earnings per Share and Dividend Record:		
5% pref.	$14.43	$11.79
Paid	5.00	5.00
Common	*1.26	0.92
Paid	0.40	0.40
*Based on 310,879 shs. which does not include 152,790 shs. issued re Easy Washing Mach. Co. Co. states that net profit of the two cos. for 1953 amounted to $1.30 per sh. on shs. o/s at year end.		
Shares o/s as at Dec. 31:		
5% pref., $100 par	41,678	42,418
Common, n.p.v.	463,669	310,879

CONDENSED CONS. BALANCE SHEET As at Dec. 31:	1958	1957
Cash	$22,833	$6,680
Accts. rec. less res.	2,819,713	2,748,923
Adv. to subsid.	216,578	57,430
Inventories	7,920,594	8,173,456
Prep. exps.	82,088	51,162
Total curr. assets	11,061,806	11,037,651
Misc. assets	....	148,924
Invest. in subs., etc.	†1,400,622	19,891
Deposit with trustee	259,259	691,356
Fixed assets*	7,236,759	7,270,779
Total assets	19,958,446	19,168,601
Due bank	....	657,111
Accts., etc. pay	1,578,798	1,645,122
Income taxes pay.	392,182	265,294
Total curr. liab.	1,970,980	2,367,527
Funded debt	5,093,500	5,195,500
Conting. res.	275,000	275,000
Def. inc. tax	607,429	557,429
Capital stock	6,501,134	5,352,814
Capital surplus	238,400	164,000
Surplus	5,272,003	5,056,931
*After deprec. of	8,528,629	8,174,622
†Comprising $1,375,110 in shs. of Easy Washing Mach. Co. and $25,512 in shs. of G.S.W. Acceptance Co.		
Working capital	9,090,826	8,470,124

CONTINENTAL CAN CO. INC., New York, reports total sales in Canada in 1958 amounted to more than $80 million. Company's wholly-owned subsidiary, **Continental Can. Co. of Canada**, Toronto, was integrated with **Gair Co. Canada Ltd.** at year-end, bringing the total number of plants in Canada to 20, of which one, at Chatham, Ont., is under construction. Gair Co. Canada was wholly-owned subsidiary of **Robert Gair Co.**, New York, which merged with Continental **Can** in the U. S. in 1956.

Natural Gas Across Canada

Transporting natural gas from Alberta to western and eastern markets by an all-Canadian route, the Trans-Canada pipeline gives tremendous impetus to the Dominion's expanding economy. For this largest of all pipeline systems provides the first truly major market for Alberta natural gas and also for the first time, makes this important natural energy source readily available to eastern homes and industry.

Drawing on the experience and skills of its engineers and constructors —Canadians nearly all—Bechtel played an important role in this undertaking by assisting Trans-Canada Pipe Lines Limited with preliminary engineering, various location surveys, western right-of-way purchase and construction of three sections of the line in widely separated locations. Also, Bechtel managed the design, procurement and construction of the Niagara-Toronto lateral.

BECHTEL
Engineers and Builders for Industry

CANADIAN BECHTEL LIMITED
TORONTO

What Makes Success

These Sketches On a Tree Stump Started Business

Beatty Bros. Ltd. started out with farm implements. Today this Canadian company is expanding into coin machines and boat trailers . . .

By FORBES GILBERTSON

From a boyhood dream of making life easier for the farmer has grown an industry employing over 1,000 people and making some 600 different products in 13 plants and warehouses across Canada.

Beatty Bros. Ltd., Fergus, Ont., is 100% Canadian-owned and has been in the same family for 85 years.

The company was founded in 1874 by George Beatty, who as a man made his boyhood daydreaming come true, and his brother Matthew.

From their original foundry and machine shop for general jobbing and manufacture of farm implements, the company has expanded under three generations of Beattys.

The company claims these "firsts" in Canada:

- **First electric washer made in Canada.**
- **First automatic washer made in Canada.**

Continuing its tradition of anticipating markets and trends, the company is presently completing a manufacturing expansion program.

The Grand River plant No. 2 is being converted for manufacture of two new lines—Gator boat trailers and Corsair cigarette vending machines.

The boat trailer line will be merchandised through a separate sales organization within the company direct to dealers in Ontario and through distributors in all other provinces.

A total of 12 models which can carry all makes and sizes of boats up to 22 ft. long and 3,000 lb. weight will be offered.

The company's objective: To promote the Gator boat trailer line, a leader in the U. S. market, to the number one spot in the Canadian market in two years.

The cigarette vending machine is being manufactured by Beatty for **Continental Vending Machine Co. of Canada Ltd.**, a subsidiary of **Continental Industries Inc.**, New York.

Still looking to the future, president and general manager G. E. Beatty outlines this program ahead:

"Special programs effecting more economical production, selling and distribution, which were mainly responsible for a marked improvement in the previous year's operations, will be further developed.

G. E. BEATTY

"Broader sales coverage and aggressive sales campaigns will take advantage of the general upswing evident in the industry since early last summer.

"Progress in product research development and introduction of new goods and re-design is well-advanced." Mr. Beatty believes that these factors will increase the company's market penetration in 1959.

This pioneer Canadian industry had its conception in the mind of George Beatty as a boy on his father's farm in Peel County, Ont., between Bolton and Brampton.

He spent his time studying farm implements rather than actual farming and dreamed of producing labor-saving devices for the farmer.

When he was supposed to be plowing, he often spent his time drawing geometric diagrams on a tree stump—an interest which proved invaluable in later years when he had difficult mechanical problems to solve.

George Beatty left home at 18 to acquire the experience and craftsmanship needed to make his dream come true. After five years with **Haggert Brothers** in Brampton, Ont., he left the firm convinced of two things:

- That it was possible to make better farm implements.
- That he could invent and manufacture them.

With brother Matthew, who also had strong mechanical inclinations, George Beatty rented a factory in Fergus containing around 6,000 sq. ft. Initial help consisted of seven seasonal employees.

First products of the new industry were plows, reapers and haying equipment.

When Matthew died, George Beatty carried on the business until he was joined in 1901 by his two sons, W. G. and M. J.

The two brothers made a good team, with W. G. primarily interested in engineering and manufacturing and M. J. in merchandising.

The company now added to its lines to provide a full range of farm equipment and began to produce pump equipment. In the late 1920s, washing machines were added and became one of the company's important lines.

Today the industry which George and Matthew founded has a plant in Fergus, containing 482,138 sq. ft.; a Grand River plant in Fergus, 46,921 sq. ft.; a plant in Penetanguishene, Ont., 118,848 sq. ft.; a plant in Woodstock, Ont., 100,986 sq. ft. — a total of 848,893 sq. ft.

Over the years, the Beatty products have been expanded and cover a wide range. Included:

Household appliances: washers of all kinds, dryers, ironers, refrigerators, freezers, floor polishers, electric ranges, water heaters.

Pumping equipment: Pumps of all kinds, windmills, irrigation fittings and hydrants.

Hardware lines: Water softeners, pressure tanks, steel, copper and plastic pipe, TV masts, monorail systems, power hoists, cranes, and conveyor buckets.

The farm equipment on which it was founded is still a big part of the company's business. Included: milk pipe line systems and milking equipment, steel pens, electric silo unloaders, and a wide variety of other products.

Oil, gas, and coal furnaces, heaters, electric and gas commercial equipment are also made by Beatty.

Top man in the complex Beatty organization today is president and general manager George E. Beatty, 42, son of W. G. Beatty. With D. B. Beatty, vice-president and director of sales, son of M. J., he represents the third generation of the family to control the company's destiny.

Educated in Fergus schools and at Pickering College, Newmarket, Ont., George E., spent a year working in the company's factories before entering an arts course at Victoria College, University of Toronto. At university, he proved an outstanding swimmer in intercollegiate competition.

Beatty returned to the Fergus plant after graduation and, in 1939, was sent to New Zealand to manage the company plant in Wellington.

War made it necessary to dispose of the New Zealand operation and, in 1941, he returned to Canada as manager of the firm's die casting plant, **Canadian Die Casters**, Galt, Ont.

When the Galt plant was sold in 1945, he went to Woodstock to take charge of manufacturing at another subsidiary, **James Stewart Manufacturing Co.** He was later appointed vice-president.

In 1949, he returned to Fergus as vice-president and general manager of Beatty Bros. He became president and general manager in 1957.

He is married, with four children. In the time he can spare from managing the big Beatty enterprise, George E. Beatty indulges in his favorite hobby — boating — at his Port Sanfield, Ont., summer cottage on Lake Rosseau.

Company Report

Mining

MACASSA MINES had a net profit of $444,834 or 17c a share in 1958 down 20% from $554,657 or 21c a share in the previous year.

The dip resulted from a drop in ore grade of $1.33 per ton to $14.22. Loss of dividends from subsidiary **Renabie Mines** also hit earnings.

But slightly higher gold price and increased operating rate of the mill helped to offset the lower grade. During the year expansion of the mill from 400 tons to 500 tons daily was completed. The daily average was 450 tons against 386 tons a year earlier.

The higher mill rate also meant lower operating costs. Total cost during the year averaged $11.67 per ton against $12.41 in 1957.

Development was concentrated between the 4,750 and 5,450-ft. levels. Highlights included picking up the longest ore shoot of the main zone yet in the No. 2 winze area. Some 225 ft. of ore was opened on the 5,300-ft. level. A new zone, the C, was opened in the eastern section of the mine where 190 ft. of ore was developed on the 5,300-ft. level. Drilling indicates extension to 5,600 ft.

Ore reserves at year end stood at 901,127 tons averaging $15.88 per ton.

Interest of 13.5% in **Bicroft Uranium** mines is retained.

Milton Quarries in which 75% interest is held started operating on January 1, and is expected to turn in a profit this year.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Bullion prod.	$2,336,325	$2,194,977
Less: Oper. exp.	1,748,780	1,541,399
Oper. earnings	587,545	653,578
Add:		
Renabie divds.	.....	72,000
Other inc.	23,311	37,400
Net earnings	610,856	762,978
Less: Deprec.	49,998	48,188
Res. for taxes	116,024	160,133
Net profit	*444,834	*554,657
Less: Divds.	401,710	401,710
Surplus for year	43,124	114,896

*Outside exploration of $38,051 in 1957 and $14,933 in 1958, written off through surplus.

Earnings per Share	$0.17	$0.21
Paid	0.15	0.15
Shares o/s at Dec. 31:		
Common $1 par	2,678,068	2,678,068

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash & bullion	$226,641	$848,411
Accts., etc., rec.	6,065	2,588
Mkt. secs.‡	50,273	181,291
Bonds on deposit	16,745	16,745
Mat. & supplies	192,737	211,183
Prepaid ins.	11,172	567
Total curr. assets	503,633	1,260,785
Inv. Renabie M.	▲370,005	▲370,005
Inv. Milton Quar.	851,249	.....
Inv. Bicroft Uran.	■473,117	■567,377
Other invests.	189,969	169,447
Mining property	1,610,633	1,610,633
Plant & equip.*	226,254	240,840
Total assets	4,224,860	4,219,087
Accts. pay., etc.	167,900	150,541
Inc. tax res.	39,745	83,367
Total curr. liabs.	297,645	233,908
Capital stock	2,678,068	2,678,068
Surplus	1,339,147	1,307,111
*After depr. of	1,574,157	1,524,584
‡Market value	56,350	147,325

▲Having quoted mkt. val. of $1,160,007 in 1957 and $1,000,006 in 1958.
■Having quoted mkt. val. of $420,700 in 1957 and $423,190 in 1958.

Working capital	205,988	1,026,877

OPERATING STATISTICS

	1958	1957
Tons milled	164,263	141,116
Av. recovery	$14.22	$15.55
Ore reserves, tons	901,127	918,387
Av. grade ($35 gold)	$15.88	$15.87

Small Union Bucks Big One In Maritime Central Move

MONTREAL (Staff) — Aviation and labor circles are watching what could be a precedent-setting union move in a middle-sized eastern Canadian air line.

The independent pilots' association at **Maritime Central Airways Ltd.** (head office Charlottetown) is trying to take certification for firm's mechanics away from the big Machinists Union, a Canadian Labor Congress affiliate with huge aircraft industry membership.

The case is before Canada Labor Relations Board, hasn't yet been heard.

Although a Machinists' membership of only 60 or 70 is involved, the fight is intriguing because:

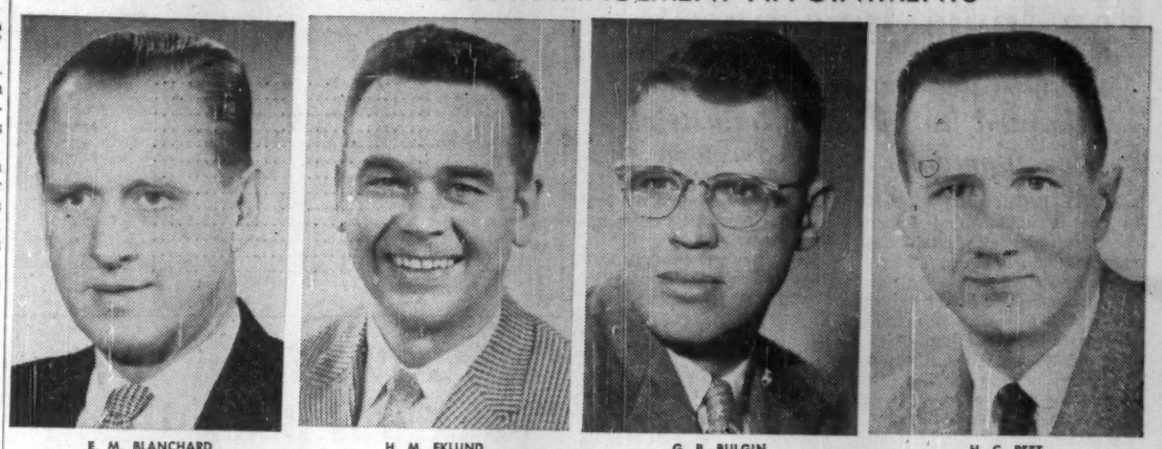
- **This is the first indication** that any North American union is thinking in terms of organizing all employees of an air line. Organization now is largely on a job basis—pilots, flight engineers, stewardesses, mechanics all having separate unions.
- **A very small union** (called a company union by many labor men) is trying to take members away from a big International. The MCA pilots' group isn't even affiliated with the independent Canadian Air Line Pilots' Association.

Meanwhile, the MCA-Machinists contract has expired and a new agreement seems distant.

Background: Some U. S. airline employees, with an eye on recent labor-management trouble in the industry, have started talking about one-union organization of companies. The aim: To be able to threaten to pull all workers off the job at once.

ANNOUNCEMENT

ALBERTA OIL TOOL MANAGEMENT APPOINTMENTS



E. M. BLANCHARD — H. M. EKLUND — G. B. BULGIN — H. C. PEET

The Board of Directors of Alberta Oil Tool Company Limited announces the following management appointments.

E. M. Blanchard as President and General Manager.

H. M. Eklund, Assistant General Manager and Purchasing Agent; formerly Office Manager of Custom Manufacturing operations of the company.

G. B. Bulgin as Plant Superintendent; former Superintendent of the Custom Manufacturing shop.

H. C. Peet appointed Office Manager; previously company Accountant.

These appointments are made concurrent with the expansion of the company into three Divisions: The Custom Manufacturing Division covers the operations of the company as originally organized. The Precision Fittings Division, which will open a new manufacturing facility in April, will supply high pressure fittings to API standards for the oil producing, refining and petrochemical industries. Northern Hydraulic Services Limited, a subsidiary, which has been organized to design hydraulic and pneumatic systems for industry, and represents (with Alberta warehouse stocks) a variety of recognized manufacturers of these components.

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Pool Dollars, Rupees For India Investment

Joint Canadian-Indian venture planned to finance industrial development . . .

MONTREAL (Staff)—A plan to pool Canadian and Indian capital to finance industrial development in India is making headway here.

Talks have been held between one of the Canadian principals — Donald C. MacCallum, president of **Racey, MacCallum & Associates,** an engineering firm — and one of New Delhi's most influential business leaders.

Cabinet ministers at Ottawa have been consulted and so has a senior officer of a Canadian bank, **FP** understands.

The plan is to incorporate **Indicana Industries Inc.** under Indian charter to direct the enterprise, under control of Canadian and Indian groups.

Indian individuals and companies interested in the joint venture would provide:

- Assistance in making feasibility studies and market surveys.
- Contracting services in connection with construction of industrial facilities selected for Indicana.
- Tools, equipment, materials that are available in India, including land.
- All necessary rupee working capital.
- Operating personnel other than key management and technical staff not available in India.

The Canadian group would provide:

- Feasibility studies and market surveys, assisted by the Indian group.
- Engineering services in connection with design and supervision of construction.
- Tools, equipment and materials not available in India.
- Any necessary dollar working capital.
- Skilled personnel.

MacCallum, born in Chicago in 1916 and educated in Canada, said Indicana would set its sights on heavy equipment manufacture, pulp and paper mills, cement works and hydro developments.

"There should be no shortage of natural resources, labor and internal markets," he said, "and relatively low wage rates should permit successful competition for external markets."

Special tools and specialized skills are the two components in short supply.

Major problem: Lack of foreign exchange.

Canada has the tools and the skills and it is thought the **Export Finance Corp. of Canada (FP,** Oct. 25) might assist in overcoming finance difficulties involved in getting equipment to India.

A private bill to incorporate Export Finance Corp. was introduced in the Senate last week.

Here's Available Hydro Power

Province or Territory	Available Continuous Power at 80% Efficiency in hp. Ordinary Minimum Flow	Ordinary 6-mos. Flow	Installed Turbine Capacity in hp.
British Columbia	18,200,000*	19,400,000*	3,310,460
Alberta	911,000	2,453,000	312,595
Saskatchewan	550,000	1,120,000	109,835
Manitoba	3,492,000	5,798,000	778,900
Ontario	5,496,000	7,701,000	7,150,851
Quebec	10,896,000	20,445,000	9,857,607
New Brunswick	123,000	334,000	254,375
Nova Scotia	30,500	177,000	183,168
Prince Edward Island	500	3,000	1,680
Newfoundland	1,608,000	3,264,000	38,190
N.W. Territories	374,000	808,000	13,060
Yukon	4,678,000*	4,700,000*	38,190
Canada	46,359,000*	66,203,000*	22,379,626

*Excluding diversion schemes.

Only 25% of Our Hydro Potential is Being Used

In spite of a record new addition to its hydro-electric capacity, Canada is still only utilizing one quarter of its total feasible water potential.

Ontario, alone among larger provinces, has scraped the bottom of the barrel and will have to turn elsewhere to thermal power in future.

The latest annual report (for 1958) of the Water Resources Branch of the Department of Northern Affairs and Natural Resources shows that hydro-electric power construction, which has climbed steeply and continuously since the beginning of the century, with one wartime pause, last year reached 2,485,040 hp, the highest ever addition to generating capacity.

Total capacity at the end of the year was 22,379,626 hp.

This adds up to 1,295 hp per 1,000 head of population, or an average of just over 1¼ hp at the elbow of each man, woman and child.

As the development of Canada's natural resources proceeds, notes the report, the "fortunate incidence of water power in proximity to mineral deposits, pulpwood and other natural resources is becoming more apparent."

The two territories that comprise the vast northlands possess extensive water resources but, because of light precipitation, the favorable sites are dependent on large storage capacities.

Loaded With U.S. Visitors, B.C. Hotel Woos Canadians

From Our Own Correspondent

VANCOUVER — How do you attract more Canadian guests to a posh Canadian resort which is doing quite well, with U.S. visitors?

That's the problem confronting Harrison Hot Springs Hotel, 80 miles west of Vancouver.

The answer?

A $500,000 expansion and building program, which will add:

- **The new wing** of plush executive suites.
- **A new private indoor sulphur pool** — in addition to the existing public indoor sulphur pool and the heated outdoor fresh-water pool.
- **A complete revamping** of health and recreation facilities — including installation of bowling alleys.
- **Plus refurbishing and modernization** of other facilities.

Harrison Hot Springs Hotel has changed hands many times, is owned now by **Distillers Corp. Seagrams Ltd.**

President Sam Bronfman of Seagrams and Max Nargil, hotel manager, hope to turn the spa into the luxury resort of the Pacific northwest, make it a bigger convention centre.

The new building program will boost accommodation to 420 persons, increase capacity of the main convention room to 500.

Here are research statistics upon which the hotel is charting its future:

It had 20,000 guests in 1958, representing almost 60,000 "night-registrations" since the average guest stays three days.

In summer, about 70% of guests are American, about 30% Canadian.

This breaks down to 37% from Seattle; 19% from the rest of Washington state, 15% from the rest of the U.S.; 25% from Vancouver, 3%-4% from the rest of B.C. and 1% from Canada east of the Rockies.

Winter brings a decided shift: Vancouver guests increase to 35%, the rest of B.C. to 10% and the rest of Canada to 3%; Seattle drops to 29%, Washington state to 15% and the rest of the U.S. to 5%.

Harrison's conclusion:

The hotel must expand its promotional activities in Canada, to attract more Canadians.

In particular, it must catch more of the tourists visiting Vancouver and persuade them to make that off-beat, 80-mile trip to the hot springs.

The Miami firm of **Morris Lapidus, Kornblath, Harle and Liebman,** who designed such Miami Beach hotels as the Fontainbleau, Eden Roc and the Americana, have been retained as architects for the building program.

The Vancouver firm of **Thompson, Berwick and Pratt** will act as associate architects.

The spa has a nine-hole golf course, 135 employees.

Manager Nargil is a graduate of the famed Lausanne hotel management school in Lausanne, Switzerland, has worked at St. Moritz's Grande Hotel, Port Au Prince's (Haiti) Riviera and El Rancho.

He had never been to Canada before he took over Harrison in December, 1957.

Now the professional, international hotelman and the financing Seagrams are embarking on a novel promotion — to woo more Canadians, rather than the already-sold Americans, to a Canadian spa.

IAC and Traders Increase Rates

Interest rates paid on short-term secured notes have been increased by two of Canada's major acceptance firms.

Traders Finance Corp. boosted the rate on the two shortest of its four maturities. **Industrial Acceptance Corp.** raised rates on all four under-one-year maturities.

Here are the new rates:

Maturity (days)	Rate %
30 - 89	4
90 - 179	4½
180 - 269	4¾
270 - 365	5

Manitoba CCF Renews Bid For Publicly-Owned Gas

From Our Own Correspondent

WINNIPEG — The CCF is trying to revive the controversy about natural-gas distribution in metropolitan Winnipeg.

This was apparently settled last year by government acceptance of a Royal Commission report which gave clearance to the **Greater Winnipeg Gas Co.** — formerly **Winnipeg & Central** — to supply the city and suburbs.

CCF Leader Lloyd Stinson has placed a motion on the legislature orders for public ownership of gas distribution throughout Manitoba.

The CCF asked for public ownership during commission hearings and is merely putting itself on the record again.

Another member of Stinson's group has asked the Government to say whether the company has given a definite guarantee that the average price to the public will not exceed the figure proposed by the commission, and whether it has guaranteed to undertake expansion of its facilities to obtain a 75% saturation of the residential market in five years.

The commission report proposed an average price of 90c per thousand cu. ft. On this it said a well-managed and adequately financed company should successfully operate if it captured 75% of the residential market by end of 1963.

The company accepted the 90c rate, and it has been in effect since last Oct. 1.

Since then the company has also made a public issue, all of which was subscribed, to finance capital expenditures for 1959. It is planning 100 miles of main extension this year.

The government intends to give the company every possible opportunity to develop its program. Legislation is being introduced to strengthen its franchise position in Winnipeg and the suburban municipalities which it plans to serve.

Municipal Tax Study Planned By Foundation

Financial and tax problems of Canadian municipalities are to receive the attention of Canada's top independent tax experts.

A continuing program, dealing exclusively with municipal problems, was announced this week by the Canadian Tax Foundation, an independent tax research body of lawyers and chartered accountants.

F. H. Finnis of Toronto will head the municipal research activities. Basic research has already been carried out by the foundation on federal and provincial finance and taxation.

Campbell W. Leach, C.A., Montreal, was elected chairman of the foundation at its annual meeting in Toronto this week. He succeeds Henry F. White Q.C., of Toronto.

Individual memberships in the foundation increased nearly 30% during 1958 and now exceed 2,000. Some 800 Canadian companies are also supporting the foundation.

Vancouver's New Theatre Ready in June

A $6-million civic theatre in Vancouver will be ready for occupancy at the beginning of June.

First to occupy the building will be the Vancouver International Festival which will start rehearsals July 6 for a five-week program featuring international artists starting July 11.

The theatre will accommodate 2,800 people and was designed by an architect firm that is also designing the Montreal arts centre (p. 15).

Theatre stage will be largest in Canada, 125 ft. from side wall to side wall, with a proscenium opening 75 ft. high.

Depth of the stage is 65 ft., and this can be increased to 85 ft. by raising a five-section hydraulically operated platform stage into position. With orchestra shell in place, stage will accommodate 400 people.

It will feature extensive stage lighting installations controlled from an electronic pre-set console which operates 340 separate circuits. Lobby area covers 15,000 sq. ft., and a restaurant accommodates 200 people.

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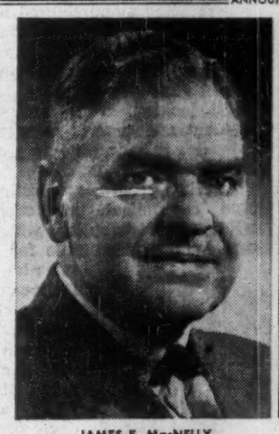
ANNOUNCEMENT



JAMES E. MacNELLY

JOHN N. MEAGHER, F.C.I.S.

On the occasion of its 150th Anniversary and in recognition of their long years of service and the important contribution that each has made to the success of the Company, The Halifax Insurance Company announces the election to its Board of Directors of Mr. James MacNelly, General Manager and Mr. John N. Meagher, F.C.I.S., Secretary-Treasurer.

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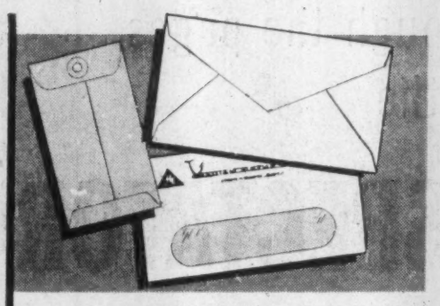

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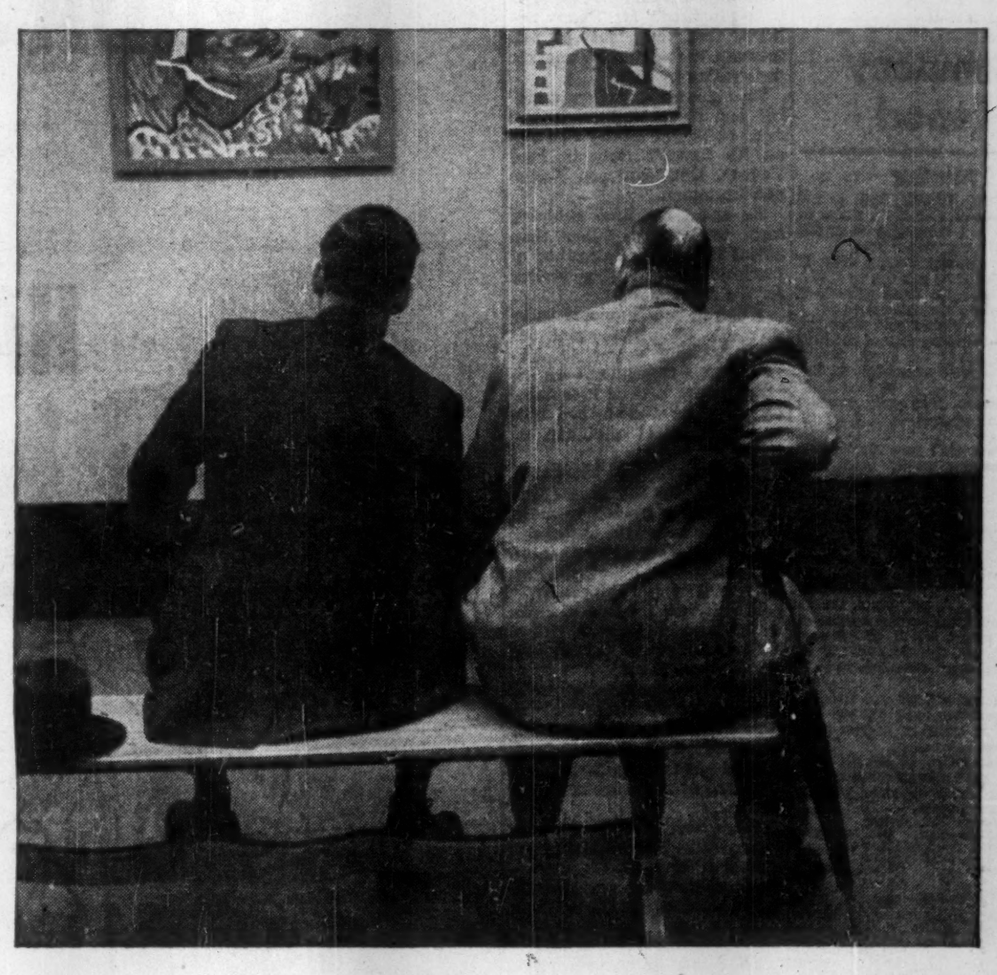

"It's a lot of baloney"

"I rather like it."

"Not the picture — I'm talking about our distribution set-up."

"Well, it's been working for twenty years, hasn't it?"

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"You've been reading the ads."

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TRANS-CANADA AIR LINES

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Trans-Canada's '58 Gas Sales $8.7 Million

Trans-Canada Pipe Lines gas sales in the last two months of 1958, when company was in full operation, surpassed those of the entire previous 10 months period.

Total sales volume in 1958 amounted to $8,685,641. Of this amount $4,369,585 took place in last two months of the year.

First report to shareholders since transition of company from construction to complete operations shows a net loss for the year of $48,343, after all charges, including depreciation and interest.

This, however, was after crediting $10,089,916 in interest charges to construction. Cost of gas sold was $3,612,545 and gathering charges $852,321. Operation and maintenance amounted to $1,891,000.

The present system, which has capacity to deliver 300 million cu. ft. of gas daily, has already reached a peak day delivery of approximately 265 million cu. ft.

During the months of January and February, 1959, the system delivered, on an average day, approximately 220 million cu. ft. to the various distributing customers from Saskatchewan to Montreal.

It is the company's policy to "vigorously pursue a program of acquiring additional gas reserves during 1959" to supply the proposed export project in the U. S. and to support a renewed application by **Midwestern Gas Transmission** before the Federal Power Commission in Washington, the annual report states.

BP Refinery Bonds Sold

MONTREAL (Staff) — An issue of $17 million 5½% 20-year first mortgage sinking fund bonds of **BP Refinery Canada Ltd.** (a subsidiary of **British Petroleum of Canada Ltd.**) has been sold to institutional investors by a syndicate headed by **Greenshields & Co.** and **Wood Gundy & Co.**

Price was 98.50 indicating yield of 5.63%.

BP Refinery is building a refinery on the eastern end of Montreal Island.

Sinking fund is calculated to retire 75% of the issue by March 31, 1978.

Interest and sinking fund payments are guaranteed by **BP Canada Ltd.**, the associated marketing company, and by **British Petroleum Co.**, London, England.

Company Reports

Leather

L. McBRINE CO., Kitchener, Ont., net profit of $41,572 for 1958 was 48.9% higher than 1957's $27,915.

Sales were a record. Volume of goods already shipped in 1959 and orders booked indicate a continuing improvement during this year, President E. J. Shoemaker states.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$85,587	$62,415
Less: Inc. taxes	26,132	16,087
Depreciation	17,853	18,413
Net profit	41,572	27,915
Less: Pref. divds.	20,000	20,000
Surplus for year	21,572	7,915
Earnings per Share and Dividend Record:		
Preferred†	$2.08	$1.40
Paid	1.00	1.00
Pref. & com.‡	1.39	*

†Before (1after) participation.
*No earnings available for participation in 1957.

Shares o/s as at Dec. 31:		
Preferred, n.p.v.	20,000	20,000
Common, n.p.v.	10,000	10,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$8,011	$790
Accts., etc., rec. less res.	419,266	394,958
Inventories	407,373	440,622
Life ins., c.s.v.	46,365	41,992
Prep. exp.	23,993	26,085
Total curr. assets	905,008	904,447
Lease impr. less amort.	2,504	496
Fixed assets*	142,797	151,851
Total assets	1,050,309	1,056,794
Bk. loan & o'draft	265,000	317,471
Accts. & tax. pay.	111,372	87,308
Total curr. liab.	376,372	404,779
Capital stock	240,000	240,000
Surplus	433,937	412,015
*After depr. of	337,[illegible]	323,218
Working capital	528,636	499,668

Financial

MUTUAL ACCUMULATING FUND, Vancouver, net income of $579,140 for 1958 was 9.4% higher than 1957 net of $529,321.

Number of shareholders at year-end was a record 8,883, compared with 7,432 a year earlier.

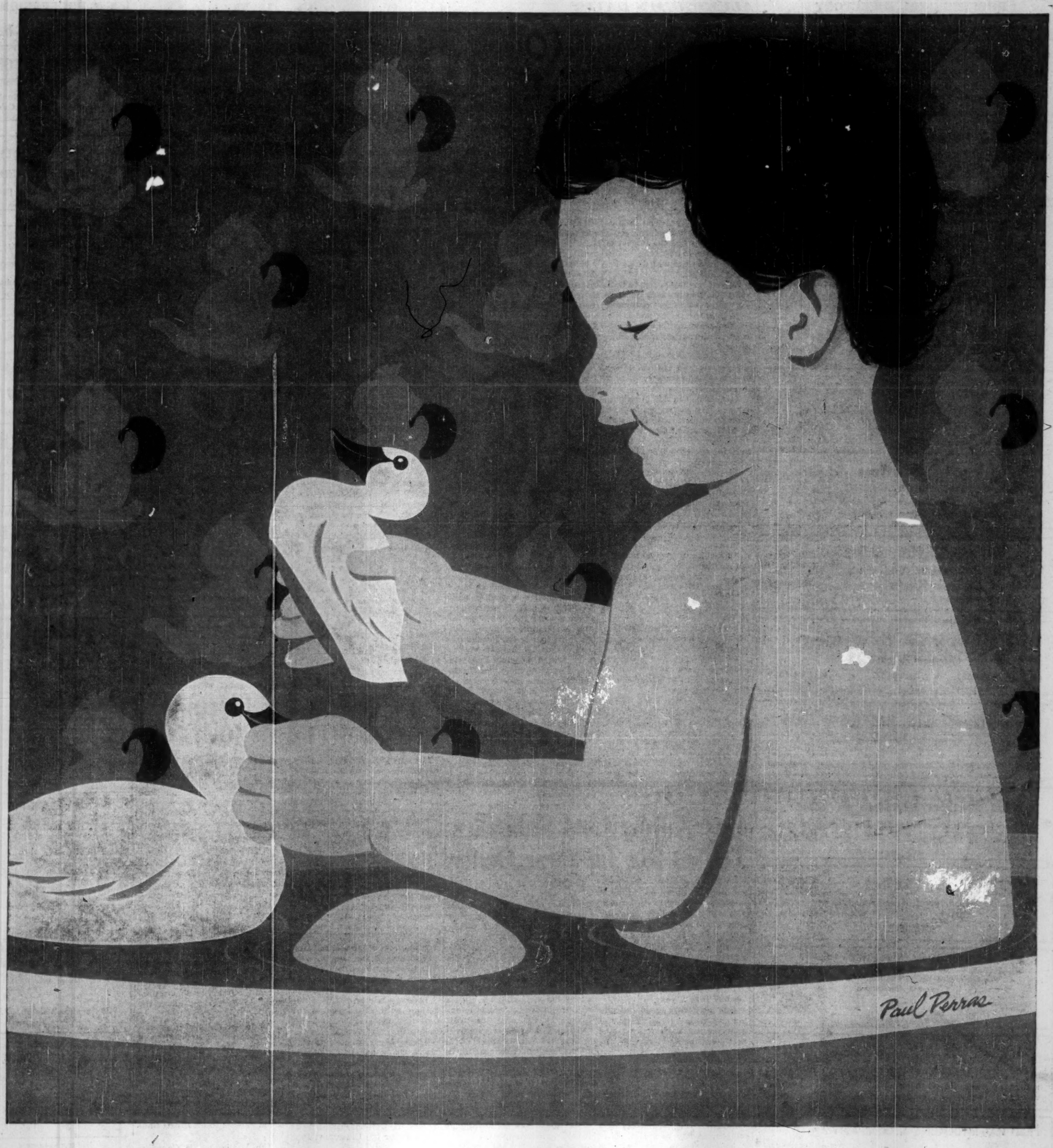
Net assets increased by 36.7% during the year, reflecting higher market values and an increase in number of shares outstanding. On a per-share basis, increase was 25.5%, from $5.68 to $7.13.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Gross income	$638,176	$576,906
Less: Oper. exps.	59,036	47,645
Net income	579,140	529,321
Inc. per Share	$23.42c	23.01c
Shares o/s as at Dec. 31:		
Common, n.p.v.	2,575,513	2,365,880

BALANCE SHEET

As at Dec. 31:	1958	1957
Cash, etc.	$174,322	$214,234
Invests. mkt. val.*	18,192,313	13,218,873
Total net assets	18,366,635	13,433,107
Shares issued	13,006,992	11,704,714
Capital surplus	684,027	922,988
Divds., acct. accumulated	2,333,990	1,754,850
Unreal. cap. gain	2,341,626	4949,445
*Cost	15,850,687	14,198,318
Net assets per sh. com.	7.13	5.68



His day ends . . . as it began . . . with a touch of Monsanto

His day's adventures end, as usual . . . in the bath! Here, the soap, the toys — the very water — become fascinating playthings in his world of make-believe. *The soap industry looks to Monsanto for anti-oxidants to control rancidity, discoloration and other adverse qualities in highly refined toilet soaps.*

There was the debris of supper — like lunch and breakfast, a battleground of milk and bread, butter and biscuit crumbs . . . and endless spills. *The dairy industry employs more than nineteen Monsanto chemicals in the processing of an extensive range of products.* And playtime with daddy just home from work. This meant telling stories, rampaging on the floor, chasing toys. *The toy industry uses Monsanto's Lustrex* styrene plastic and Opalon* vinyl resins in the fabrication of safe, durable toys and playthings.*

And before that, rest time in the afternoon — hair a-tangle, thumb in mouth . . . asleep. Bed a shambles, sheets askew . . . happy oblivion. *More than sixteen Monsanto chemicals are used by the laundry and cleaning industries in cleansing compounds and as germicides.*

And so it goes . . . wherever he is, wherever he goes, whatever he does, Monsanto chemicals and plastics are with him . . . making his life easier, pleasanter, safer. Take time out of *your* day to talk to a Monsanto representative; perhaps he can make your life more pleasant, too.

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ALUMINIUM'S DAVIS:

Aluminum in Oversupply During Next Few Years

MONTREAL (Staff) — Despite resumed growth in demand, aluminum likely will remain in oversupply for the next few years, according to Nathanael V. Davis, president of **Aluminium Ltd.**

In the annual report to shareholders Davis notes the company is "unable to predict any near term improvements in the total sales volume."

Aluminium Ltd. — still basically a primary producer — is continuing to feel the impact of oversupply more than integrated producers with large internal markets.

While company's sales to U. S. and U. K. producers are declining, sales to other customers have been increasing and deliveries of metal to its own fabricating outlets are at a new high, he says.

The increases, however, have not yet reached sufficient volume to offset decreases in sales to producers.

Total free world aluminum smelting capacity increased from 3.6 million tons at the start of 1958 to 4.1 million tons and additional facilities are scheduled for completion in the next year or two.

"Broader consumption in aluminum will require expansion of semi-fabricating facilities to convert primary metal into forms and shapes useful to manufacturing concerns," Davis says.

"This expansion is being undertaken not only by producers such as Aluminium Ltd. but also by independent fabricators in a score of countries.

"During 1958 Aluminium Ltd. expanded its fabricating base in 11 countries on five continents. Other fabricating projects are under construction or consideration."

In 1958 sales and operating revenues were $422.9 million compared with $453.5 million in the previous year.

Net income was $22.5 million (74c per share) compared with $41.4 million ($1.37 per share) in 1957, (**FP**, Mar. 7).

Net income of subsidiary **Aluminum Co. of Canada** for 1958 was $20.1 million (including $8.8 million resulting from consolidation of **Alumina Jamaica Ltd.** which was purchased from Aluminium Ltd. Jan. 1, 1958) compared with $26.5 million in 1957.

Alcan's accounts are consolidated with those of Aluminium Ltd.

Capital program envisaged for Alcan for the next few years is expected to involve expenditure of $45 million in 1959.

Due to the decline in aluminum demand and slump in world shipping market, a loss was realized on shipping operations in 1958, in contrast with profits in prior years.

With expiry of some high-rate charters, steps are being taken to reduce the size of the operating fleet and cut operating costs in the next year or so.

Alcan's shipping arm is **Saguenay Shipping Ltd.**, a wholly owned subsidiary.

Aluminium Expands In Africa

MONTREAL (Staff) — Canada's **Aluminium Ltd.** has incorporated two new companies which plan manufacturing operations in Africa, a continent where the big company already has large development interests.

Initial company investment in the two will total £100,000 ($280,000).

The pair:

• **Ghana Aluminium Products Ltd., 40% owned by the Ghana government,** the remainder by Aluminium Ltd. It will build a factory near Accra, make corrugated aluminum sheet and possibly other items. Production should start by August.

• **Nigeria Aluminium Products Ltd. Plans to make aluminum building sheets and "Alucrown" bottle tops** in a factory to be built near Lagos, Nigeria.

Further details are to be worked out with the Nigerian government.

Aluminium Ltd. has been active in Africa for some time in connection with bauxite mining and proposals to produce ingot in a number of nations and dependencies.

Gas Export Deals Press On Despite Alberta Cut-Back

This week Alberta Oil and Gas Conservation Board recommended export of an additional 3.1 trillion (3.1 million million) cu. ft. of natural gas to the U. S.

The Alberta government is expected to approve the Board's recommendation.

Although this was only 55% of amount of gas requested, the two exporting companies involved are expected to push for federal approval for this lower amount as quickly as possible.

At the same time ,they plan to apply for additional gas in Alberta as reserves expand with new finds.

Alberta & Southern Gas Co. had sought Alberta approval to move a total of 4.1 trillion (4.1 million million) cu. ft. of gas out of the province to California over a 25 year period (at an average rate of 460 million cu. ft. daily).

Instead it was given permission to move a total of 2.3 trillion cu. ft. over a 17 year period (or at an average daily rate of .360 million cu. ft.).

Although somewhat disappointed at the cuts in gas volume, Alberta & Southern intends to press on with its program next seeking Ottawa approval of the gas export.

Company officials were still studying the Alberta Oil & Gas Conservation Board findings at midweek to decide whether any modifications were to be made in their present plans.

Westcoast Transmission Co., which had asked for a total gas volume for export of 1.4 trillion cu. ft. over a 25 year period, has been granted a total of 800,000 million cu. ft. for export over a 17 year period.

Other features of the Alberta Oil & Gas Conservation Board's report:

• **Established gas reserves** in the province as of Dec. 31, 1958 are estimated at 24.8 trillion cu. ft.

• **Gas reserves will continue to grow** at an average rate of about 2.4 trillion cu. ft. a year for the next 15 to 20 years.

• **Alberta will require** an estimated 11.4 trillion cu. ft. in the 30-year period from Jan. 1 of this year to Dec. 31, 1988.

• **There is at present,** 4.4 trillion cu. ft. gas surplus to future province requirements, the present export commitments, and the remaining contractable Canadian requirements.

There's no doubt that failure of the second exploratory well to find gas in the D-3 zone in the big potential Berland River field—just confirmed this week by **B A Oil** — was an important factor in the Conservation Board's reduced export allocation.

The Board has just placed an reserves estimate of 300 billion cu. ft. on the field, whereas participants in the field still estimate reserves at around one trillion cubic feet.

Feeling is that the recent well was put down just off the axis of the producing reef and that this will prove a very large field yet.

Alberta & Southern and Westcoast plan to export the province's gas southwest to the U. S. border at Kingsgate, B.C. via **Alberta Gas Trunk** line within Alberta and a common company line in B. C.

The line would then connect with the **Pacific Gas Transmission Co.** system near the B. C.-Idaho border and then transport the gas south to the big **Pacific Gas & Electric Co.'s** markets in northern California.

Pacific would also transport gas for Westcoast to Spokane, Wash. An estimated $350 million would be spent on pipeline facilities.

No Backing for Firemen In Diesel Fight with CNR

MONTREAL (Staff) — The diesel firemen were making noisy preparations this week to fight **CNR** over the troublesome issue of "the third man in the cab."

There was talk in firemen's union circles of another rail strike.

In fact, however, railwaymen and almost all union leaders take the view that a successful strike is out of the question this year.

Here's why:

When the Brotherhood of Locomotive Firemen and Enginemen pulled a strike against **CPR** last spring it ended in an embarrassing defeat for the union. It found no support either inside or outside the union movement.

The situation has not changed since then.

But the Canadian branch of the union is in the hot seat over the issue. Its U. S. parent goes into negotiation with the complex of American rail lines Aug. 31 on contracts expiring Oct. 31.

The U. S. lines make little secret of their intention to get rid of firemen on all freight and yard diesel operations — as CPR did. If they succeed it is the end of the union as a power — and the union heads are prepared to fight right down the line.

The Kellock Royal Commission report which sided with CPR two years ago was a serious defeat and has never been formally accepted by the union.

Last week's conciliation board report on the union's negotiations with CNR was equally bad news. For the same reason the union refuses to accept its findings.

The Brotherhood's Canadian president, W. E. Gamble, has implied that a CNR diesel strike is possible.

Such talk from a leading Canadian unionist would normally throw management into worried consultation. But in this case it is generally felt Gamble will simply try to keep the pot boiling long enough for the U. S. talks to open without any further unfavorable precedents having been established in Canada.

It is only inside the ranks of Canadian organized labor — particularly in Canadian Labor Congress—that Gamble's behavior is really causing any headaches.

CLC President Claude Jodoin and his executive have been plagued by mounting troubles during the past few weeks (**FP**, March 14).

A hopeless strike called by one CLC member-union at this time would further strain the already flimsy unity of organized labor in Canada. It would again openly expose a rift between the firemen and the rest of the transportation unions.

Charges of "featherbedding" by unions — particularly on the railways — have left a strong impression on the public. And labor leaders know this.

Indications are if the diesel firemen decide to fight CNR they will do so very much alone.

May Adjust Coal Subsidies To Net Big Japanese Order

OTTAWA (Staff) — The government is ready to "adjust" subsidies on Crowsnest Pass coal if it will help us develop a big, long-term market for coking coal in Japan.

Officials here have in mind a market for 350,000 to one million long tons (2,240 lb.) a year from 1960 on.

Probable average: 400,000 to 500,000 tons a year.

But any change in subsidy will be made only after careful analysis of Australian coking coal — Canada's chief competitor in the Japanese market.

And changes are unlikely right now. Possibilities of a government attempt to "sweeten" current negotiations between eight major Japanese steel companies and three western coal companies (**FP**, March 21) by a bigger subsidy are slim.

The Japanese have made a firm offer to buy 100,000 tons of coking coal from **Crowsnest Pass Coal Co., West Canadian Collieries** and **Canadian Collieries.**

Price, $10 U. S. a long ton, loaded on Japanese ships at Vancouver. The offer is valid to March 31, could be extended.

At present, the companies are offering the coal at $11.02. The offer is based on a firm guarantee of $4.48 government subsidy per long ton.

Expectation here is that some kind of agreement will be reached by which the Japanese will buy at least a part of the 100,000 tons at a price above $10. Japan's Ministry of International Trade and Industry is believed to be considering how to allocate U. S. funds for the purchase.

The Japanese offer to buy coking coal follows shipments last year of 3,000 tons of Crowsnest Pass coal.

This was followed by a Canadian coal mission to Japan, headed by William Whittaker, managing director of the Western Coal Operators Association, and a member of the Dominion Coal Board.

The Japanese tested our coal, found it suited their purpose. They want coal for steel-making, now import 3.5 million to four million tons of coking coal annually. They may expand their imports to about nine million tons by 1962-63.

Canadian coal officials, both in industry and government, have their eyes on a slice of this expanded market. It is this slice which our subsidy policy will be adjusted to capture.

Our competitors in the Japanese market are U. S., Russia and Australia.

U. S. coal is heavier than ours and the U. S. price is about $12 a long ton at U. S. ports. Russia will accept steel products in exchange for her coal. Australia has signed a five-year contract to supply the Japanese with coking coal at about $10.20 a long ton, laid down at Melbourne.

Basically, it is the Australian coal which we have to match in price and quality.

Shipments of this are now en route to Ottawa for testing by the Mines Department.

When the Australian coal arrives, its heat value will be carefully assessed and our subsidy on Crowsnest Pass coal re-calculated so that our coal will be competitive with the Australian.

Then we will be ready to negotiate with the Japanese for coal shipments 1960-62. Talks will take place next fall.

These negotiations probably won't cover shipments of anthracite coal from **Canmore Mines,** Canmore, Alta. Japan bought 40,000 tons of this last year, will likely buy another 40,000 tons this year.

The potential Japanese market for the Canmore coal isn't as large as for the Crowsnest Pass coal.

Stiff Seaway Competition From U.S. Subsidized Ships

OTTAWA (Staff)—Canadian Great Lakes ship-owners and Canadian companies chartering ships for Seaway-overseas runs will meet stiff competition from subsidized U. S. ships when the Seaway opens at the end of April.

On three Seaway-foreign routes, U. S. shipowners can get operating subsidies based on the difference between their costs and costs of cheapest foreign competitor.

In addition, the U. S. government will lend 90% of the money required for construction of a ship, or pay up to 50% of construction cost as outright subsidy.

Another factor: The cargo preference schemes — 50% of any cargo in which the U. S. government has an interest must be carried in U. S. ships. Cargos under foreign aid programs are of this type.

The cargo preference schemes will give many U. S. vessels partial loads at premium rates, enabling them to underbid ships of other nations, including Canada, for the remainder of their space.

Only one U. S. shipping company, **Grace Line,** has so far been granted operating subsidy on a Seaway route (**FP**, March 21). But four other companies have applied and other awards are expected.

Significance for Canada:

1. The U. S. subsidized ships will call at both U. S. and Canadian ports on the Great Lakes and St. Lawrence before heading overseas.

They may devote the bulk of their space to overseas shipments. But they will carry substantial cargo between U. S. and Canadian ports as well, cutting into the business of some 270 Canadian-owned ships now operating on the Great Lakes.

2. The U. S. subsidized ships won't compete with Canada's deep-sea fleet because the ships on U. K. registry are too old for the Seaway and the ships on Canadian registry are employed elsewhere.

But they will compete with Canadian companies which charter ships for Seaway services.

Three companies, **Saguenay Shipping, Montship Lines** and **Canadian Pacific Steamships** have already announced services of this type and others are expected to follow.

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SELECTED GROWTH STOCKS

Noranda Earnings Down 20% But Dividends Hold Steady

- *Noranda earned $2.10, paid out $2 per share . . .*
- *Pacific Pete expanding in British Columbia . . .*

By NESTOR

NORANDA MINES net earnings in 1958 were cut 21% by lower copper prices, higher costs and reduced dividends from **Waite Amulet Mines.** Net income at $9,417,000 was equal to $2.10 a share, down from $11,932,000 or $2.66 a share in 1957.

Earnings from operations were down 20% and net investment income slipped 22%. Increased income from the Cutler sulphuric acid plant partially offset impact of a drop in the average price of copper of 15%.

Noranda maintained dividends at a 50c quarterly rate. Its latest payment (March 16), represented the 100th dividend in an unbroken record since 1930.

John R. Bradfield, president, notes in the annual report that copper prices strengthened as 1958 progressed. Price received for zinc, important to several subsidiary and associated companies, was 14% lower in 1958.

Canadian base metal producers were hit by U.S. import quotas on lead and zinc and reimposition of a 1.7c lb. tariff on copper. Discount on U.S. funds, which directly affects prices, improved to a 2.9% average from 4.1%.

The Port Robinson sulphur-iron plant has suspended operations while the acid plant produced 316,000 tons of sulphuric acid in 1958 and is now running at more than 1,000 tons daily.

Noranda and its subsidiaries have invested close to $120 million in new mines, plant and equipment since 1951. Capital outlays by Noranda in 1958 were $4 million, down from $13.6 million while expenditures by subsidiaries dropped to $6 million from $12 million. Capital spending is expected to drop further in 1959.

Long-term debt was reduced by $2,355,000 and working capital increased by $4.5 million despite the lower earnings. Funded debt stands at $15,798,000. Further debt reduction is expected in 1959, comments Mr. Bradfield.

Noranda shares equally with **McIntyre Porcupine Mines** and **Canadian Exploration** in an option on a 66.6% interest in **Mattagami Lake Mines.** Detailed diamond drilling of this orebody indicates some 20 million tons averaging about 13% zinc, 0.7% copper and 0.02 oz. gold and 1.3 oz. silver per ton. Drilling continues and technical and economic aspects are being studied.

With Waite Amulet and Anglo-Huronian, Noranda has a 37% share of **Orchan Mines,** adjoining Mattagami Lake Mine and indicating interesting possibilities. A 25% participation was taken in an agreement to develop and, if justified, bring into production the **Craigmont Mines** property in British Columbia where surface drilling indicated some 13 million tons averaging 1.86% copper.

At recent market price of $55½, common stock is 63% above UV level ($34), could rise 26% before reaching OV level ($70). Price is 26.4 times 1958 earnings of $2.10 per share. Yield is 3.60% at indicated annual dividend rate of $2 per share. Price in 1958-59 has ranged between a high of $58, a low of $35¼.

• • •

PACIFIC PETROLEUMS, one of the leading independents in western Canadian operations, is stepping up activities in northeastern British Columbia.

Recently a refinery expansion program and a larger drilling program were announced for this area where Pacific was a pioneer.

At Taylor, B.C., the natural gas plant and refinery is being enlarged to increase use of natural gas liquids. By-products from B.C. natural gas fields include natural gasoline, propane, butane, motor fuels, diesel fuels and sulphur.

At the Dawson Creek refinery, integrated with the Taylor plant, expansion includes more asphalt facilities to meet demands of increased road-building activity in the district.

Phillips Petroleum will operate the refineries and market products in the Peace River area. Plans include increasing the number of retail and bulk outlets in the north from the present 50.

Pacific Petroleums plans to concentrate on exploration and development of its 4,747,222 acres of land in northern B.C. Company and its associates are drilling 10 wells. More are planned.

Company has absorbed **Canadian Atlantic Oil, Humber Oils, Catalina Oils.** It issued 939,690 shares for Canadian Atlantic, 276,612 for Humber stock and 24,002 for Catalina stock. Outstanding capitalization now totals 7,783,232 shares.

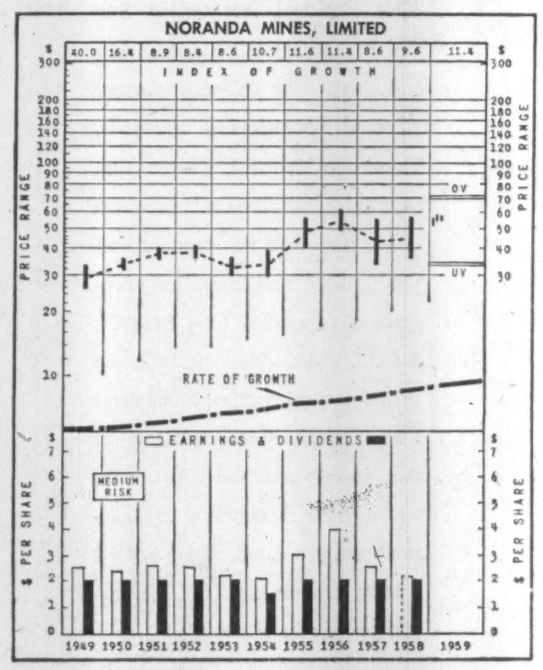
At July 31, 1958, net proven developed Canadian oil reserves of the company were estimated at 34,186,000 bbl. Net recoverable gas reserves were estimated at 501,593,000 mcf, 4,813,130 bbl. propane, 3,355,090 bbl. butane, 3,882,200 bbl. pentanes and 715,770 long tons sulphur.

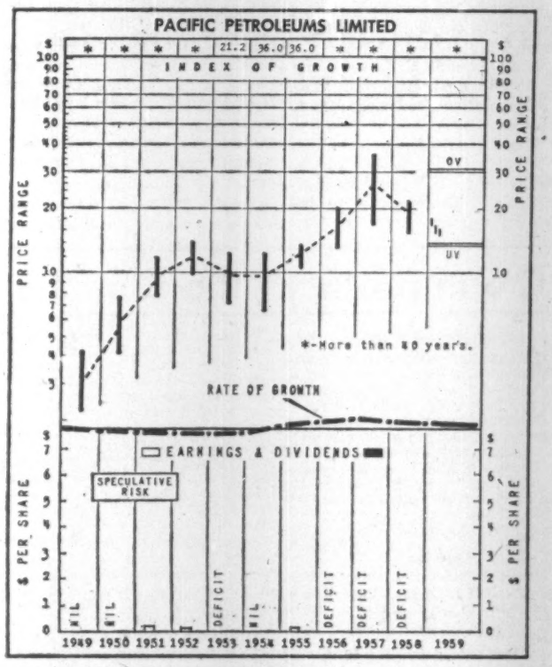
Humber's net developed reserves were estimated at 2,880,264 bbl. primary and 221,280 bbl. secondary at Sept. 30, 1958. Gas reserves were 2,250,000 mcf.

Catalina's net proven oil reserves at Sept. 30, 1958 were 249,939 bbl. and gas reserves were 529,000 mcf.

Canadian Atlantic net proven oil reserves were estimated at 4,245,790 bbl. at July 31. Other reserves were 119,747,000 mcf gas, 623,360 bbl. propane, 384,860 bbl. butane, 583,030 bbl. pentanes and 105,560 long tons sulphur.

At recent market price of $15¾, common stock is 12.5% above UV level ($14), could rise 90% before reaching OV level ($30). Price in 1958-59 has ranged between a high of $21⅜, a low of $14½.





How to Read Nestor's Special Stock Charts

INDEX OF GROWTH: The rate at which the value of the equity behind the stock is doubling as determined by the growth rate at which it entered the year. A figure of 5.6 for the present year would indicate that at its current growth rate the equity value is doubling every 5.6 years.

PRICE RANGE: The annual high low and mean price Monthly ranges for the current year.

UNDERVALUATION AND OVERVALUATION PRICE LEVELS. Shown by the narrow horizontal lines above and below the stock's price range indicating price at which the particular stock is adjusted as underestimating or overestimating its future rate of growth. A stock showing a fast growth rate will sometimes anticipate growth by two or three years. In this case it may not be so attractive a purchase relatively as some other fast-growing stock that is not anticipating its growth beyond the immediate present. Other factors such as rate of growth and investment quality will also enter into the comparison an investor will want to make.

Without these UV or OV levels a current quotation of, say, 55 or 75 would carry no significance regarding long-range value. The UV/OV levels also permit judgment as between one stock and another. They are not designated points of purchase or sale nor do they attempt to show what will be a stock's bottom or top figures in any given year.

RATE OF GROWTH: The rate as based on Nestor's tests at which the company is showing underlying or long-term growth. This will determine the price trend of the company's common stock over a period of years and in most instances the trend of dividend payments.

**Background and principles behind the selection by Nestor were discussed in a special article in FP, Jan. 10, 1959. A limited number of reprints are available on request.*

$11 Million in Defence Contracts

Contracts totalling $11,249,857 were placed with Canadian firms by the Department of Defence Production and Defence Construction (1951) Ltd. in the last half of January.

Slightly over $7 million of this total consisted of contracts with **Imperial Oil Ltd.,** Ottawa, for aviation gasoline and fuel. **General Precision Industries Ltd.,** Montreal, received a contract for electronic equipment valued at $508,907.

Here's the list:

Department of Defence Production
Jan. 16-31, 1959

Contractor	Commodity	Value
Alberta Meat Co., Vancouver, meat		$ 12,839
Aviation Electric Ltd., Montreal, aircraft instruments		194,588
Bancroft Industries Ltd., Montreal, aircraft oxygen equipment		12,552
Bayly Engineering Ltd., Ottawa, electronic equipment		19,255
Gordon Beardmore & Co., Oakville, Ont., food		24,806
Bealty Brothers Ltd., Fergus, Ont., ammunition		25,231
Belding-Corticelli Ltd., Montreal, braid		17,595
Brandon Packers Ltd., Brandon, Man., meat		11,423
Canada Packers Ltd., Edmonton, Halifax, Saint John, Toronto, Victoria, meat and dairy products		130,087
Cdn. Curtiss-Wright Ltd., Montreal, aircraft servicing equipment		40,297
Cdn. Ingersoll Rand Co., Montreal, ships' machinery		200,187
Cdn. Westinghouse Co., Ottawa, electric refrigerators		159,152
Computing Devices Ltd., Ottawa, radiacmeters		378,534
Electronic Materiels Ltd., Ottawa, electronic equipment		23,409
Findlays Ltd., Carleton Place, Ont., gas ranges		20,286
First Co-op Packers Ltd., Barrie, Ont., meat		16,015
Fraser Co., Montreal, armament cleaning brushes		28,737
Garratt Mfg. Corp., Rexdale, Ont., aircraft components		43,747
General Precision Ind., Montreal, electronic equipment		508,907
G. M. Gest Ltd., Montreal, telecommunication cable		24,740
B. F. Goodrich Ltd., Kitchener, Ont., aircraft components		112,200
Grenville Castings Ltd., Merrickville, Ont., metals		19,735
Halifax Shipyards Ltd., Halifax, ship docking and repairs		64,510
Frank Hunnisett Ltd., Toronto, meat		16,828
Imperial Oil Ltd., Ottawa, aviation gasoline, oil, etc		7,035,416
Legrade Inc., Quebec, Que., meat		19,499
Lenkurt Electric Co., Ottawa, electronic equipment		13,603
A. C. Leslie & Co., Montreal, aluminum sheeting		14,077
Machine Products Corp., Montreal, furniture, etc.		74,502
C. A. Meadows Ltd., Toronto, technical publications		14,374
Midland Plastics Ltd., Midland, Ont., weathershields		20,651
Miller & Gabbe Ltd., Montreal, clothing		129,251
Northern Electric Co., Ottawa, electrical cable		51,830
Northwest Industries Ltd., Edmonton, airframe components		83,852
Ottawa Beef Co., Ottawa, meat		11,783
Penmans Ltd., Montreal, clothing		15,300
Port Arthur Shipbdg. Co., Port Arthur, Ont., degaussing equipment		21,985
Principal Cap & Sportswear Inc., Montreal, clothing		27,744
Purdy Brothers Ltd., Halifax, N.S., refitting of ship		23,000
Pyrene Mfg. Co., Toronto, technical publications		17,970
Railway & Power Eng., Montreal, aircraft components		50,571
Saint John Dry Deck Co., Saint John, N.B., repairs to ship		60,000
Shell Oil Co., Toronto, aviation gasoline		21,128
Shiff & Co. Inc., Montreal, clothing		52,681
Super Knitting Mills Co., St. Hyacinthe, Que., clothing		15,912
Swift Canadian Co., Halifax, Montreal, St. Boniface, meat		76,217
Tidewater Oil Co., Toronto, lubricating oil		17,744
TMC (Canada) Ltd., Ottawa, teletype equipment		16,238
Triumph Cont. Products Ltd., Montreal, marine hardware		40,505
Wainwright Ltd., Edmonton, aviation turbine fuel		106,480
Western Plywood Co., Vancouver, plywood		25,674
Western Tarpaulin Ltd., Toronto, mattress covers		61,615
York Gears Ltd., Toronto, aircraft components		108,000

Defence Construction (1951) Ltd.
Jan. 16-31, 1959

Contractor	Work	
Barclay Const. Ltd., Hamilton, Ont., nursing sisters' quarters—Camp Borden, Ont.		$ 173,444
Bluebird Painting Co., Calgary, interior painting—Rivers, Man.		18,200
Cameron Contracting Ltd., Halifax, N.S., control tower—Greenwood, N.S.		95,000
Cimota Construction Corp., Quebec, Que., steel garage—Valcartier, Que.		108,113
Cait Contracting Co., Scarborough, Ont., tower—Kingston, Ont.		32,000
EP Electric Products Co., Montreal, ground antenna array—Coverdale, N.B.		23,884
P. W. Graham & Sons Ltd., Moose Jaw, Sask., standard combined receiver-transmitter control tower building and outside services—Moose Jaw, Sask.		70,431
Haldcroft Construction Co., Kingston, Ont., sanitary sewers—Barriefield, Ont.		27,280
Hume & Rumble Ltd., Victoria, rewiring of armoury—Victoria		69,999
J. Mason & Sons Ltd., Edmonton, painting—Cold Lake, Alta.		46,919
McGinnis & O'Connor Ltd., Kingston, Ont., resurfacing of roads—Barriefield, Ont.		18,350
Donald McLaren Ltd., Toronto, control tower—Trenton, Ont.		91,605
Poole Construction Co., Edmonton, construction of arctic tower and related site adaptation—Cold Lake, Alta.		109,320
Power Brothers Ltd., Lunenburg, N.S., supply install, exhaust system		18,585
L. G. & M. H. Smith Ltd., Fort Hood Island, N.S., repairs to jetty—Halifax, N.S.		12,350

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Bewilderment Still Clouds Europe Trade

OTTAWA (Staff)—Canadian hopes for an early clarification of the bewildering European trade picture appear doomed to disappointment.

The Europeans are working along two lines since the year-end breakdown of negotiations for a free trade area (**FP**, Jan. 31). Neither shows much advance.

• U. K. and France are trying to find a strictly practical, down-to-earth way of sparing the U. K. the worst effects of "discriminatory restrictions" started by the six countries of the Common Market on Jan. 1.

It is new for U. K. to be the victim of discrimination, instead of imposing it. Neither the government nor the business community like it.

Where it really hurts is in discriminatory quota restrictions — as Canadians have known for a long time.

When the Common Market (or European Economic Community) started functioning under the Rome Treaty on Jan. 1, its six members — France, West Germany, Belgium, Holland, Luxembourg and Italy — began to reduce both tariffs and quotas among themselves.

It was the first step, designed to lead to complete customs union between the Six within 12 or 16 years.

A tariff cut averaging 10% of each country's existing tariff, had to be made between the Six. But the Six have offered to apply it, not only to the rest of Western Europe, but to all members of GATT.

This was a constructive part of their reply to the complaint that they were starting "discrimination within Europe."

The quotas were a different matter.

Until Dec. 31 last year all the 17 European members of OEEC (Organization for European Economic Cooperation) had accepted a mutual arrangement to remove quotas on 90% of their imports — so far as their trade with each other was concerned.

(Canada and U. S. were not in on the deal. Discrimination against dollar goods was left to each country.)

The curtain of discrimination fell around the outside of the OEEC area. U. K. and Scandinavia and Denmark were inside it.

They still are. The "90% liberalization" between OEEC countries is still in force; and France, which had never met its 90% target came pretty close to it just before the end of the year.

But inside the neatly-curtained area, the Six established on Jan. 1 a yet more exclusive cubicle. Discrimination was started, not only against the outsiders of the non-European world, but against Eleven of the 17 OEEC members who were used to being in the inside.

It happened this way. OEEC had left its members with a cosy little preserve of 10% of their base-year imports which they could still protect with quotas even against fellow-Europeans.

Obviously this was the preserve of each country's sacred cows — the cherished industries which had been built up by keeping out imports and still were thought too delicate to survive competition.

But in the European Common Market even sacred cows have to be pooled. It can't have six kinds of sacred milk — just one kind.

The Rome Treaty provided that even the fences around the sacred cows must come down; and in order to do it gradually, a start was made on Jan. 1.

Each of the Six must now admit 3% of the production of each of its sacred cows. Quotas are fixed accordingly and divided among the other Five.

The milk from France's sacred cows is being diluted by 3% of milk from Germany, Benelux and Italy. But not from U. K. or Scandinavia or any other of the Eleven OEEC members.

The U. K. is affected particularly badly, it thinks. Because France's sacred cows, living in the 10% preserve permitted by OEEC, include the automobile industry and a few others in which U. K. would much like to compete.

It wasn't so bad when German and Italian cars were treated as badly as U. K. cars. But the British find it very hard that **Volkswagen** and **Fiat** can put more cars into competition with Renault and Peugeot than they can.

So the 3% — or sacred cow — quotas among the Six are the main subject of the "practical" negotiations in Paris designed to make things a bit easier for the Eleven on the outside of the new inner cubicle.

They're starting on a bilateral Anglo-French basis; with the idea that any bargain they can make will be extended to all the European countries.

But the chances of a bargain, according to latest reports, are not too rosy.

• The Six Common Market countries are trying to devise a way of "associating" the Eleven other European countries with the Common Market.

Professor Hallstein, former head of the West German foreign office and a faithful Adenauer supporter, is now head of the "Common Market Commission"— a sort of permanent council of the Six. He has just produced a plan.

And it has been badly received even among the Six. The French don't seem to like it. The Dutch say it is quite inaccurate historically; and claim it misrepresents the realities of the present situation.

If the British plan for a European free trade area is quite dead — as most Europeans and many British also believe — then somebody has got to find another solution for holding the 17 OEEC countries of Western Europe together.

That was the aim of Professor Hallstein's plan. And if it is also as dead as it seems, the field is wide-open again.

Only Reginald Maudling, the Man Friday of the Macmillan government, still says "the only rational solution" will have to be "something like the European free trade area" for which he consistently fought through 2½ years. He is sticking to it, though he recently said the long negotiations were "a period of disappointment and frustration for everyone who has the cause of European unity at heart."

For any Canadian who hopes to trade with Europe, the ground rules remain as uncertain as ever.

SEVEN-YEAR DRIVE

Calgary Chamber Wins Out U. S. Air-Link Gets Okay

From Our Own Correspondent

CALGARY — Look for increased air carrier activity for one of Western Canada's most modern airports, McCall field.

This prediction comes in the wake of the recent announcement from Ottawa that air transport officials from Canada and U. S. have reached an agreement making Calgary the main southern Alberta link joining Great Falls, Montana, and Spokane, Washington.

The Calgary-Great Falls run will be serviced by **Western Air Lines,** Los Angeles.

The Calgary-Spokane run is expected to be the forerunner of a double-tracking service in which both Canadian and U. S. air carriers will compete on the same run.

The air links to the U. S. mark a climax to a seven-year fight by the aviation committee of the Calgary Chamber of Commerce.

Officials of the oil industry and tourist groups predict the volume of traffic will more than justify the existence of these new links.

"It is one of the biggest things that has ever happened to aviation in Western Canada," says a Western Air Lines official. "It means Calgary will be linked by direct airline service with 47 cities in 12 western states, and will also have one carrier service through Los Angeles to Mexico City."

McCall Field manager G. E. G. Craig reports there's no question the airport can handle the increased business. Last year the field took care of more than 100,000 passengers and showed a net profit of $22,000 on its operations.

The airport covers an area of 1,104 acres; its $1.2 million terminal building overlooks four main runways, two of them capable of handling any type of plane, turbo prop or jet.

A new $600,000 hangar, owned by **Field Aviation Ltd.,** Oshawa, is expected to be completed this month. The 40,000 sq. ft. building contains the latest in materials including an infra-red heating system.

At present more than 80 planes, most of them owned by oil, mining and construction companies, are based on McCall Field. These range from DC-3s to four-passenger Cessnas.

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R. J. RITCHIE, accountant, Dundas & McCaul, Toronto, to be accountant, York & Richmond, Toronto.
M. WALES, accountant, Avenue Rd. & Davenport Rd., Toronto, to be accountant, St. Clair & Christie, Toronto.
G. GILLINGHAM, accountant, 187 Sheppard Ave. E., Toronto, to be accountant, Victoria Park & O'Connor Dr., Toronto.
D. A. SUCHLA, accountant, Swift Current, Sask., to be accountant, Albert St. & 15th Ave., Regina.
M. S. LOZINSKY, accountant, Montmartre, Sask., to be accountant, Swift Current, Sask.
R. GUENETTE, accountant, Granby, Que., to be assistant accountant, 240 St. James St. W., Montreal.
F. J. SCHILE, assistant accountant, Lloydminster, Alta., to be accountant, 2933 Richmond Rd., Calgary.
J. H. G. BERNIER, assistant accountant, St. Lawrence & Ontario, Montreal, to be accountant, Granby, Que.

* * *

Royal:

M. A. MacMILLAN, accountant, Sydney Mines, N.S., to be accountant, Whitney Pier, Sydney, N.S.
C. E. ROLFE, Canora & Cornwall, Mount Royal, Que., to be accountant, Bank & Heron, Ottawa.
S. J. SORENSEN, Toronto, to be accountant, Eglinton & Sinnott, Scarborough, Ont.
L. D. BERTHELET, Portage Ave., Winnipeg, to be accountant, Flin Flon, Man.
R. S. DAVIS, accountant, Whitney Pier, Sydney, N.S., to be accountant, Morris & Barrington, Halifax.
D. C. C. HENLEY, St. James & Cathedral, Montreal, to be accountant, 1980 Sherbrooke St. W., Montreal.
J. E. PARSONS, Georgetown, Ont., to be accountant, Smithville, Ont.
E. J. BESLEY, accountant, Eglinton & Sinnot, Scarborough, Ont., to be accountant, Keele & St. Clair, Toronto.
D. F. LEUSCHEN, Jasper Place, Edmonton, to be accountant, Okotoks, Alta.
F. H. VAN IDERSTINE, Bridgewater, N.S., to be accountant, Fairview, Halifax.
J. J. WALSH, accountant, Morris & Barrington, Halifax, to be accountant, Gottingen St., Halifax.
S. B. HUGHES, acting manager, Frobisher Bay, N.W.T., to be accountant, Lacombe, Alta.
D. H. REINHARDT, assistant general manager's dept., Toronto, to be accountant, Hamilton, Ont.
G. H. KERR, Oshawa, Ont., to be accountant, Stratford, Ont.
A. A. MILLS, Sherbrooke and Victoria, Westmount, Que., to be accountant, Winchester, Ont.
J. M. CAMERON, Bay and Wellington, Toronto, to be accountant, Main and Sherman, Hamilton, Ont.
J. A. MacKENZIE, accountant, Winchester, Ont., to be accountant, Brockville, Ont.
B. A. PATTON, Danforth and Layton, Toronto, to be accountant, Richmond Hill, Ont.
J. E. THERIAULT, Sydney, N.S., to be accountant, Bedford, N.S.
M. D. McKEE, Broad St. and 6th, Regina, to be accountant, Dewdney and Pasqua, Regina.
D. R. MacLeod, Summerside, P.E.I., to be accountant, Sydney Mines, N.S.
A. CAMPBELL, manager, Cassiar, B.C., to be manager, Crofton, B.C.
D. STEELE, Assistant General Manager's Department, Vancouver, to be manager, New Hazelton, B.C.
D. J. URQUHART, accountant, Gottingen St., Halifax, to be manager, Lady Hammond Rd. & Robie, Halifax.

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Company Reports

Aluminium

CANADIAN BRITISH ALUMINIUM CO., Montreal, sustained a consolidated net loss of $1,914,229 for the year ended Dec. 31, 1958.

Construction of both stages of company's 90,000 ton smelter as well as ancillary facilities was completed in December, 1958. First stage reached full load in April, 1958 and by year-end smelter was operating at 72% of its rated capacity, Vice-Chairman A. A. Schmon reports. In the first quarter of 1959 it began operating at full capacity.

Power became available in November 1957 from the **Manicouagan Power Co.** in which Canadian British Aluminium has a substantial interest.

Bulk of production in 1958 was in aluminum ingot and a start was made in casting rolling block, extrusion billet and wire bar.

Company has a 20-year sales agreement with British Aluminium.

In July 1958 first company's sales in Canada were made through **A. C. Leslie & Co.** (agent for handling of Canadian sales).

CONS. INCOME ACCOUNT

Year Ended Dec. 31:	1958
Oper. profit	$814,101
Add: Inv. inc.	273,750
Net earnings	1,087,851
Less: Deprec.	‡1,637,932
Int. & chgs.	†1,364,148
Net loss	1,914,229

‡Net of $155,635 included in cost of metal used for construction.
†Net of $1,334,010 charged to construction.

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$1,536,009	$3,263,753
Accounts rec.	823,920	.....
Rec. expend.	288,593	1,878,385
Inventories*	8,908,835	4,124,052
Prep. exps.	135,398	.....
Total curr. assets	11,692,755	9,266,190
Inv. assoc. cos.	7,772,500	7,762,500
Fixed assets†	78,985,316	55,891,913
Bd. & deb. disc. & exp.	1,418,200	1,029,525
Total assets	98,968,771	73,950,128
Due bank	6,350,000	.....
Accts., etc., pay.	4,311,395	6,161,709
Mtge. instal.	94,768	.....
Total curr. liabs.	10,756,163	6,161,709
Mortgages	2,584,677	248,329
Funded debt	48,000,000	28,000,000
Capital stock	39,542,140	39,539,890
Deficit	1,914,229	.....
†After deprec.	1,793,567	.....

*At lower of cost or market.
Note—Commitments for construction at Baie Comeau amt. to approx. $3,000,000.

Mining

BICROFT URANIUM MINES had a net profit of $1,370,301 equal to 45c a share in 1958, the second full year of production. This compares with $46,764 or 1½c a share in the preceding year.

Higher treatment rate, higher grade, and lower operating costs were largely behind the improvement.

Strongest showing came in the first half of the year before deliveries of U_3O_8 were cut back about 20% to comply with the schedule in the **Eldorado** contract. Reduced deliveries from July 1 meant a gradual cutback of operations and loss of revenue without corresponding reduction of operating costs.

But operating rate wasn't scaled down until Sept. 1, and output is still slightly ahead of contract delivery rate. Surplus is being stockpiled for possible outside sales agreements, says R. A. Bryce, president, in the annual report.

Operating costs dropped 6½% during the year to an average of $10.68 per ton compared with $11.42 in the previous year. These costs are based on total output rather than on sales to Eldorado.

Improved grade control in mining has meant a boost in grade of mill-feed to $19.05 per ton in 1958, ahead 10% from $17.28 in 1957.

Total ore reserves are not estimated due to the complexity of occurrence, but the company estimates sufficient reserves above the 1,200-ft. level to complete the contract.

CONS. INCOME ACCOUNT

Year Ended Dec. 31:	1958	1957
Metal recov.	$8,850,454	$7,156,693
Less: Mine, mill exp.	4,981,367	4,742,385
Admin. exp.	157,263	50,957
Net oper. income	3,711,824	2,363,351
Add: Other income	*92,239	680
Less: Loss of f.a. sale	8,289	.....
Net earnings	3,611,296	2,364,031
Less: Interest exp.	417,023	513,888
Depreciation	1,338,797	1,318,204
Prep. w/o	485,175	485,175
Net profit & surplus	1,370,301	46,764
*Loss.		
Earned per Share	$0.448	$0.015
Shares o/s at Dec. 31:		
Common, $1 par	3,057,475	3,055,275

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$400	$400
Concent. settle.	1,180,958	1,357,892
Accts. rec.	184,734	150,148
Supplies	517,586	501,663
Prepaid exp.	96,108	99,731
Total curr. assets	1,979,786	2,109,834
Power deposits	24,906	67,463
Preprod. exp.*	2,264,151	2,749,326
Def. devel.	396,573	340,744
Disc. & fin. exp.	200,000	200,000
Mng. props.	352,718	353,591
Bldg., plant, equip., at cost†	7,774,595	8,340,948
Total assets	13,992,729	14,661,906
Bank loan, sec.	1,154,059	2,132,440
Accts., etc., pay.	627,579	805,595
Acc int. pay.	139,258	130,457
Total curr. liab.	1,920,896	3,118,492
Bank loan, sec.	475,000	2,300,000
Debentures	5,000,000	5,000,000
Mtge. pay.	1,207,728	1,226,610
Capital stock*	2,969,840	2,967,640
Surplus‡	1,419,265	48,964
*After disc. of	87,635	87,635
†After depr. of	2,652,952	1,318,204
‡After write offs.		

‡Of which $2,200 represents surplus arising from issue of stk. purch. warrants.
Working capital 58,890 *1,008,658
*Excess of curr. liab. over curr. assets.

OPERATING STATISTICS

	1958	1957
Tons milled	464,680	414,024
Av. recovery	$19.05	$17.28
Ore reserves, tons*	116,374	125,185
Av. grade	$16.93	$19.65

*Broken ore only; no estimate of ore in place.

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Want Tourists? Take Some Tips From Saint John

From Our Own Correspondent

SAINT JOHN — With a successful tourist year behind it, Saint John is going all-out for more of the same in 1959.

The most intensive tourist traffic drive in the city's history is already rolling.

Saint John's tourist business moved into high gear in 1954 with the appointment of a senior advertising executive, Seward MacDonald, drafted from the big **Manchester, Robertson Allison** department store, to head a co-ordinated long-term program.

Since then the tourist industry has boomed.

Last year Saint John earned $5 million, a healthy share of New Brunswick's $46.3 million tourist revenue.

Also last year, Saint John won the Arthur B. Smith Memorial Plaque awarded by the Canadian Tourist Association for the best tourist promotion campaign in Canada.

The city will hit the tourist jackpot in 1961. In that year it is expected the ultra-modern Lord Beaverbrook Arena will be open.

It is odds-on that the $600,000 Exhibition Association Coliseum will be finished this year and plans are being worked out to get the 31-acre Fort Latour restoration project completed soon.

Back of the new drive to put up the exhibition coliseum by next fall is the desire to hold the Maritime Winter Fair in Saint John.

The Junior Chamber of Commerce will kick off the 1959 program with the most ambitious exposition ever held in the city to run May 27 to May 30.

Federal tourist authorities claim that Fort Latour will draw 125,000 tourists its first year. Estimating $30 per day per tourist — that comes to big money for Saint John.

Registrations show that 90% of U. S. visitors to Saint John come from nine states—in order: New York, Massachusetts, Maine, New Jersey, Pennsylvania, Rhode Island, Ohio, Maryland and Michigan. Promotion is intensified in these areas.

Saint John's promotion budget is tailored into the co-ordinated Atlantic Provinces' effort which spent $600,000 last year. This year the total is likely to be higher.

The Saint John plan includes featuring special local attractions. Heavy emphasis is being placed on the city's value as a shopping centre. More support comes every year from far-sighted merchants, with a lead from Manchester, Robertson Allison, **Scovil Bros.** and **Bradley's Jewellers.**

A survey of accommodation shows that there are beds for 2,000 visitors. More accommodation is being built.

The province has joined with the Rockwood Park Association in developing what many believe will be **the outstanding attraction — a 2,000-acre natural wilderness with seven lakes — all within the city limits.**

About $10,000 has been spent on the area and a large campsite is now near completion. Some 80,000 copies of a special brochure is being sent to a selected list of potential tourists.

At Lorneville, 10 miles from downtown Saint John, off the main U. S. highway, an access road was graded last autumn to open up spectacular Black Beach on the Bay of Fundy.

Private enterprise has been increasingly active in supporting the tourist industry. The Board of Trade has a strong committee headed by David M. Cormack, that works closely with the Route One Highway Association and with the Tourist Co-ordinator's office.

The Restaurant Association is working hard to improve standards of service and promote high-quality eating places.

It is possible that New Brunswickers may now be more amenable to changing the liquor control regulations. Hotels and restaurants have been campaigning for the right to serve wines and beer with meals. They have the support of the labor movement.

One of the most effective promotion jobs has been done by a private firm — **SMT (Eastern) Ltd.** This bus company distributes its own tourist literature in U. S. centres where people are known to have an interest in Maritime tours.

Ditch Cave-In Protector May Speed Construction

From Our Own Correspondent

SASKATOON — Every year many workmen are killed or injured by cave-ins of sewer and water line excavations.

To stop these accidents, a device has been developed by Bill Patrick, president of **Patrick Construction Co.** (**FP**, March 21), Saskatoon.

Patrick, with assistance in design from his general superintendent, Walter Novicki, has come up with a steel cage that's lowered into excavations to enable men to work in "complete safety."

Two men inside the unit can carry out pipelaying. When one section is finished, the cage is hauled a few feet along to another section.

THE PATRICK protective cage at work.

The men never leave the cage and so they are safe even if there is a cave-in at either side of it. The device is 14 ft. long; its width can be varied from 24 in. to 40 in. depending on the width of the ditch.

Steel pipes form the foundation of it, and the sides are sheeted in. The top, open to allow the men inside, can be covered with planks when they're in.

"I felt it was time that there was some guarantee of safety for men working in trenches," Mr. Patrick told **FP**.

"The method of 'shoring up' the sides has been used for years and isn't satisfactory because the men always work in fear.

"With the cage, the workers are relaxed and they do a better job, besides having a better feeling toward the firm for looking after their welfare."

The device means pipe-laying operations can be speeded up.

"In areas where we normally could do 100 ft. a day with old methods, we can do 200 with the cage," Mr. Patrick says.

"But the big feature is the safety angle. Any cost for it is worthwhile when it means men are in no danger."

If a patent now pending is granted, production of the cages will start "in two or three months." Mr. Patrick expects them to retail for around $1,500 each. They can be used in any type of soil, and weigh about 800 lb.

Saskatoon's City Engineer E. J. Cole has endorsed the unit, saying "it's the best I've ever seen." The Workmen's Compensation Board in Saskatchewan also has aproved the device.

Mr. Patrick anticipates a market for 1,000 cages across Canada.

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ANNOUNCEMENT

MOFFATS LIMITED APPOINTMENTS

G. J. ODELL C. R. SMYTH

The appointment of Mr. G. J. Odell as General Sales Manager, Moffat Appliance Division, and Mr. C. R. Smyth as Contracts Manager, Appliance Division and Manager of the Ontario Branch is announced by Mr. H. C. Darroch, President, Moffats Limited.

Both Mr. Odell and Mr. Smyth have served the Company in a wide variety of sales and sales management positions over many years. They are assuming their new responsibilities at a time of expansion and growth unprecedented in the Company's 75-year history.

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TRAINING PLAN

Second executive training program of the University of Montreal's Graduate School of Commerce will be held May 10-30 at Lac Ouimet Club, St. Jovite, Que. Subjects include elements of administration, human relations, production, marketing, finance, control, and business policy.

Company Reports

Automotive

CHRYSLER CORP., Detroit, sustained a consolidated net loss of $33,824,565 for 1958 compared with net profit of $119,952,406 in 1957.

Sales were down 39.3%. Fourth quarter sales were $679 million, and net earnings $11 million, President L. L. Colbert says.

Car and truck shipments in 1958, excluding **Simca** products, totaled 696,819 units (1,381,951 in 1957). Retail sales of passenger cars averaged 14.9% (19.5%) of all domestic retail sales of new cars made in U. S.

Defence sales of $325 million ($125 million) accounted for 15% of Chrysler's business. Capital expenditures were $63 million ($96 million in 1957).

Company acquired a 25% stock interest in Simca, largest privately owned car manufacturer in France.

About 250 dealers in Canada are being franchised to market Simca products.

Final weeks of 1958 and the early part of this year offer encouragement for better financial results in 1959, the president says.

CONSOL. INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
	$	$
Net sales	2,165,381,754	3,564,982,510
Net earnings	20,076,900	347,980,829
Less: Deprec.	80,026,525	87,825,298
Long-term debt int.	9,375,000	8,203,125
Int'l. oper. res.	4,000,000	.....
Taxes	439,500,000	132,000,000
Net profit	†33,824,565	119,952,406
Less: Divds.	13,088,581	34,860,795
Surplus for year	†46,913,146	85,091,611

†Loss or deficit. ‡Credit.

Times Interest Earned:		
Before deprec.	2.14	42.42
After deprec.	.....	31.71
Earnings per Share and Dividend Record:		
Common	d$3.88	$13.75
Paid	1.50	3.00+1.00
Shares o/s as at Dec. 31:		
Com., $25 par.	8,725,764	8,725,764

CONDENSED CONS. BALANCE SHEET

Years Ended Dec. 31:	1958	1957
Cash & mktble. secs.	$245,106,217	$532,218,442
Accts. rec., less res.	136,362,272	81,181,397
Unbilled costs under def. contr.	.....	10,175,483
Inventories	298,030,712	300,389,316
Prepaid exp.	24,163,707	16,077,759
Refund. inc. tax.	52,600,000	.....
Tot. curr. assets	756,262,908	940,042,397
Invests. & other assets	33,550,050	10,535,405
Fixed assets†	547,695,572	546,027,577
Total assets	1,337,508,530	1,496,605,379
Total curr. liabs.	392,228,464	514,297,492
Long-term debt	250,000,000	250,000,000
Common stock	219,194,712	219,194,712
Internat. oper. res.	4,000,000	.....
Earned surplus	472,085,354	513,113,175
†After depr. of	467,891,612	421,887,434
Working capital	364,034,444	425,744,905

Graphic Arts

BRITISH AMERICAN BANK NOTE CO., Ottawa, net profit of $467,599 for 1958 was 6.9% higher than 1957's $437,267.

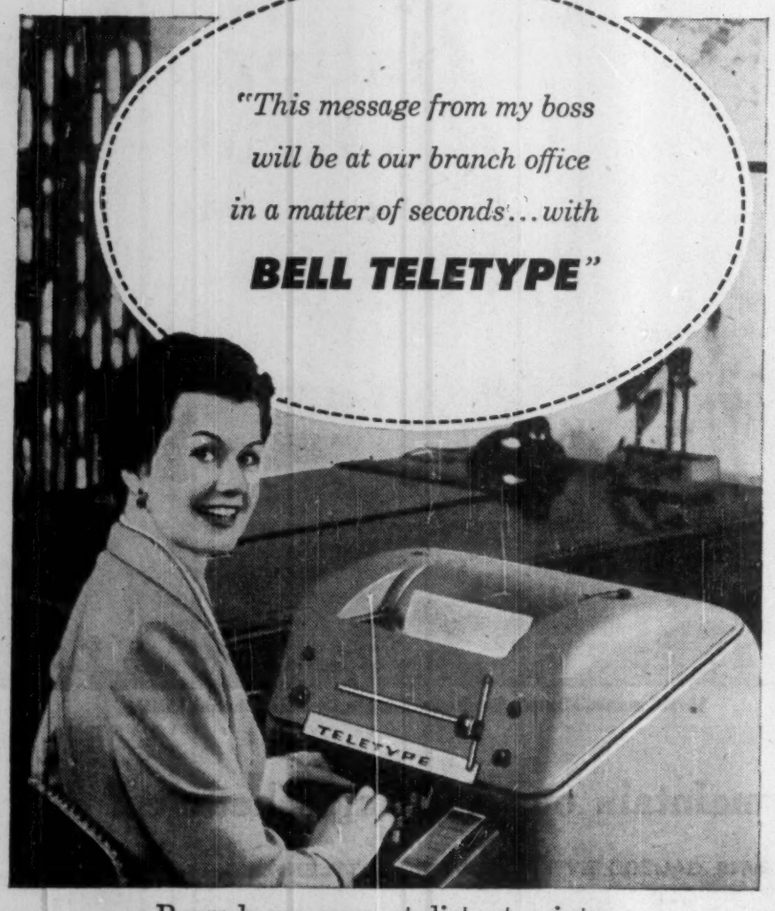
Sales were a record, President A. M. Vaughan reports.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$1,065,408	$1,014,818
Less: Deprec.	173,609	169,851
Income tax	424,200	407,700
Net profit	467,599	437,267
Less. Divds.	322,500	300,000
Surplus for year	145,099	137,267
Earnings per Share and Dividend Record:		
Common	$3.12	$2.92
Paid	1.45+0.70	1.35+0.65
Shares o/s as at Dec. 31:		
Common, n.p.v.	150,000	150,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$140,868	$103,230
Accts. rec	145,382	124,263
Due fr empl.	40,068	29,869
Investments*	1,384,001	1,2[illegible]3,037
Inventories	380,650	378,211
Total curr. assets	2,090,969	1,884,650
Prep. exps.	24,251	25,226
Fixed assets†	931,248	969,229
Total assets	3,046,466	2,879,125
Total curr. liab.	270,535	248,298
Capital stock	300,000	300,000
Surplus	2,475,931	2,330,832
†After depr. of	2,463,673	2,339,184
*Market value	1,373,106	1,218,868
Working capital	1,820,434	1,636,357



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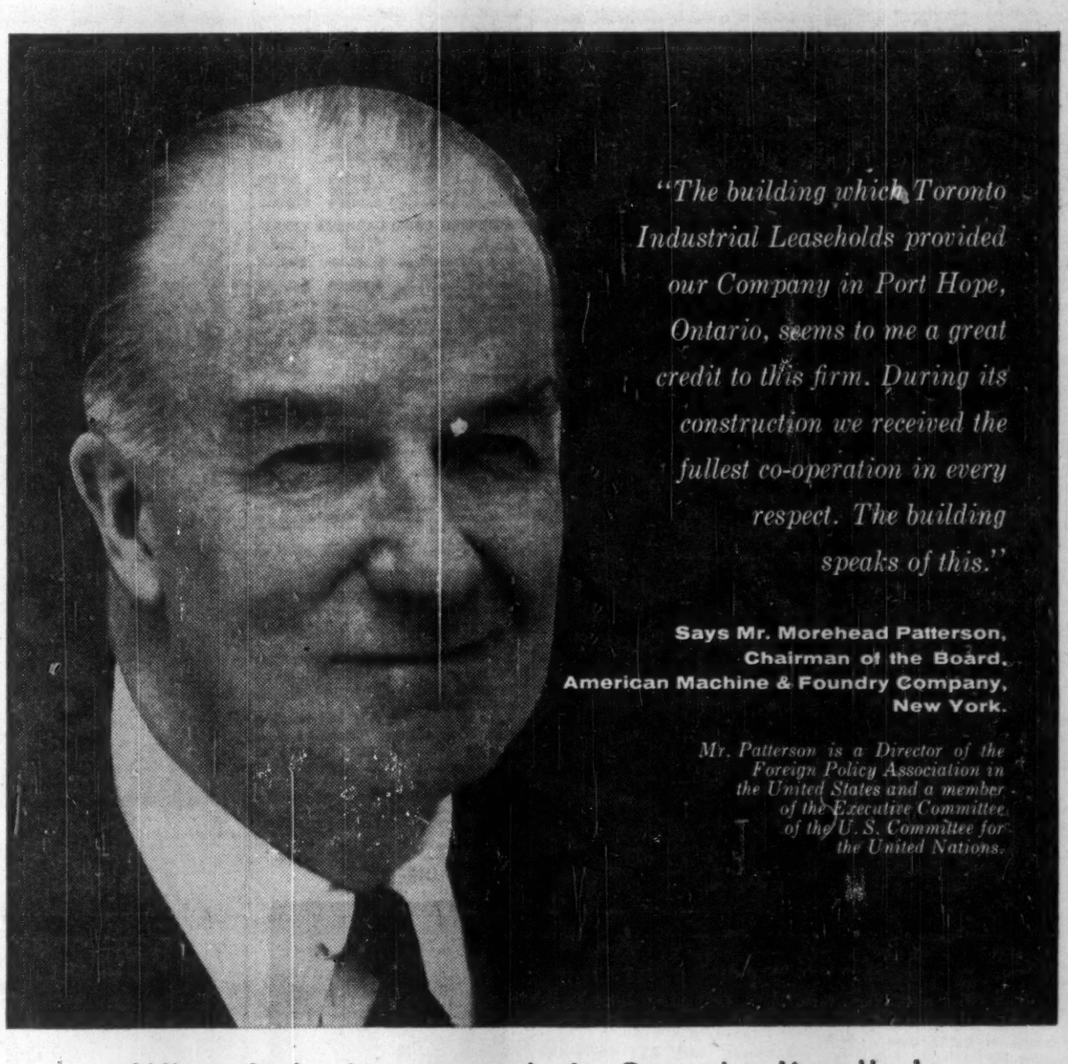

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Says Mr. Morehead Patterson, Chairman of the Board, American Machine & Foundry Company, New York.

Mr. Patterson is a Director of the Foreign Policy Association in the United States and a member of the Executive Committee of the U. S. Committee for the United Nations.

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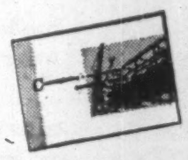

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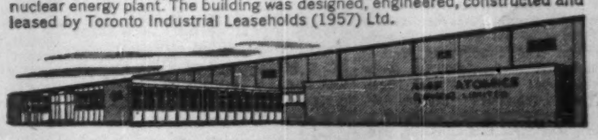


Company Reports

Pulp and Paper

CROWN ZELLERBACH CORP., San Francisco, consolidated net profit of $33,234,000 for 1958 was 2.9% lower than 1957's $34,229,000.

Drop in earnings was due mainly to increased selling expense to meet intensified competition, and greater cost of maintaining capacity which the market could not absorb, President A. B. Layton says.

Sales rose 1.8% to a new record. Higher sales volume was achieved in most packaging materials, consumer products, lumber and plywood. Volume of newsprint and printing papers was below that of 1957. Sales of wrapping papers remained about the same.

Capital expenditures totaling $23 million ($55 million in 1957) included installation of a second paper machine at Elk Falls, B.C., and container plant at Kelowna, B.C.

President says that 1959 should be a somewhat better year for Crown Zellerbach, provided improvement in other segments of the forest products and packaging industries continues.

CONSOLIDATED INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
	$	$
Net sales	468,813,000	460,609,000
Net earnings	86,408,000	85,878,000
Less: Depr., depl. & amort.	22,121,000	19,076,000
Interest	4,246,000	4,294,000
Income taxes*	26,807,000	28,279,000
Net profit	33,234,000	34,229,000
Less: Pf. divds.	1,221,000	1,249,000
Com. divds.	24,869,000	24,849,000
Surplus	7,144,000	8,131,000
Times Interest Earned:		
Before depr., amort. & depl.	30.35	20.00
After depr., amort. & depl.	15.14	15.56
Earnings per Share and Dividend Record:		
Preferred	$115.75	$116.06
Pd. or pay.	4.20	4.20
Common	2.32	2.29
Paid	1.80	1.80
Shares o/s as at Dec. 31:		
Pref., n.p.v.	287,112	294,862
Common, $5 par	13,321,455	13,810,545

CONSOLIDATED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$37,008,000	$36,100,000
U. S. Govt. sec.*	4,081,000	3,497,000
Notes & accts. rec.	47,657,000	42,171,000
Inventories	88,754,000	92,701,000
Prepaid exp.	5,920,000	6,016,000
Total curr. assets	183,500,000	180,485,000
Invest. in St. Francisville Paper	4,800,000	3,500,000
Misc. inv. & long-term rec.	7,881,000	11,503,000
Special fund	25,000,000	14,000,000
Fixed assets†	322,737,000	323,080,000
Def. chgs.	3,909,000	4,046,000
Total assets	547,827,000	536,614,000
Notes & bds. pay.	5,915,000	5,726,000
Accts., etc., pay.	42,989,000	38,275,000
Accrued inc. tax	2,190,000	133,000
Total curr. liab.	51,094,000	44,134,000
Def. inc. tax	13,180,000	9,587,000
Funded debt	103,950,000	109,924,000
Min. int. in subs.	4,671,000	4,718,000
Capital stock	97,818,000	98,539,000
Capital surplus	23,513,000	23,255,000
Earned surplus	253,601,000	246,457,000
†After depr. of	183,396,000	168,081,000
*After U. S. tax of	17,069,000	18,653,000
Working capital	132,406,000	136,351,000

Note—In 1958, company's method of accounting for inc. tax was changed, and made applicable for prior years, to reflect in the accounts the tax effect of the excess of accelerated depreciation deducted for tax purposes over straight-line depreciation recorded in accounts. These changes are reflected in both years above.

HOWARD SMITH PAPER MILLS LTD., Montreal, consolidated net profit for 1958 of $6,068,527 was 9.3% lower than 1957's $6,689,870. The 1957 profit includes $624,028 from sale of a fixed asset.

Although physical volume of production of pulp and paper products showed a small decline from the previous year, net sales were up 2% to $105,124,199, say Chairman H. Roy Crabtree and President D. S. Abbott.

This was due mainly to an increase in volume of higher priced tonnage which more than offset the decrease in the lower priced lines.

Sales increase also reflects inclusion of shipments of **Huron Forest Products Co.,** acquired by company on a share-for-share basis Oct. 1, 1958.

New subsidiary owns 3,500 sq. miles of timberlands and operates the largest sawmill east of the Rockies at Blind River, Ont., with an annual capacity in excess of 30 million fbm.

Lower discount rate on U. S. funds (average of 3.1% vs. 4.2% in 1957) increased sales revenue by $395,509.

A 17% freight increase granted the railways by the Board of Transport Commissioners became effective Dec. 1, 1958. This had little effect on 1958 earnings but represents a serious additional cost to be borne in 1959, company says.

Working capital improvement of $1.6 million is roughly equivalent to net working capital of Huron Forest Products.

Capital expenditures in 1958 of $7 million was at the average level of those incurred over the past five years.

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$1,234,068	$3,933,292
Trust dep., etc.	7,364,033	636,600
Accts. rec. less res.	13,306,476	15,162,154
Inventories	23,842,845	23,592,609
Total curr. assets	45,767,422	43,326,655
Prepaid exp.	792,396	507,363
Investments	1,593,580	1,592,080
Fixed assets†	47,828,134	43,985,605
Total assets	95,981,532	89,411,703
Accts., etc., pay.	7,000,270	6,309,407
Taxes pay.	3,275,344	3,186,087
Total curr. liab.	10,275,614	9,495,494
Funded debt	14,280,500	15,616,500
Reserves:		
Min. int.	241,320	309,780
Capital stock	21,526,564	17,735,074
Earned surplus	49,657,534	46,034,855
†After deprec. of	70,728,022	64,314,270
Working capital	35,491,808	33,831,161

CONS. INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
	$	$
Sales	165,124,199	103,013,641
Net earnings	16,967,595	17,144,403
Less: Depr. & depl.	4,869,924	4,818,157
Bond interest	521,718	366,282
Inc. tax	5,488,322	5,660,006
Min. equity in prof.	19,104	34,116
Prof. sale of f.a.	.....	624,028
Net profit	6,068,527	6,689,870
Less: Pref. divds.	320,000	320,000
Common divds.	2,125,848	2,091,300
Surplus for year	3,622,679	4,278,570
Times Interest Earned:		
Before depr. & depl.	32.52	30.28
After depr. & depl.	23.19	21.77
Earnings per Share and Dividend Record:		
Preferred	$37.92	‡$41.51
Paid	2.00	2.00
Common	3.09	‡3.66
Paid	1.20	1.00+0.20

‡Includes profit on sale of Crabtree Mills & other misc. f.a. of $624,028; amounting to 36 cents per common share.

Shares o/s as at Dec. 31:		
$2 Pref., $50 par	160,000	160,000
Common, n.p.v.	1,857,910	1,742,750

INTERNATIONAL PAPER CO., New York, consolidated net profit for 1958 of $72,000,906 was 8.1% lower than 1957's $78,387,891.

Total sales were down 2.6%, Chairman John H. Hinman reports. Total production of paperboard, paper and market pulp was 4,338,948 tons, down 4.8% from 1957's 4,558,055 tons.

Volume in 1958 was lower for most major segments of the company's business. Costs continued to rise and profit margins were narrowed. Lumber and plywood prices for most of 1958 were below 1957 levels.

Capital expenditures in 1958 totaled $68,148,000.

Company's Canadian subsidiaries made no major additions to paper mill capacity in 1958.

At Point aux Trembles, near Montreal, **Canadian International** is building a plant to consolidate converting operations now carried on at three other locations. On completion in July, 1959, plant will be occupied by its subsidiary, **Continental Paper Products Ltd.**

Research programs involving company's Hawkesbury, Ont., laboratory have resulted in a new grade of dissolving wood cellulose used in the production of a highly successful new tire cord.

In March, 1958, International Paper extended its operations in the consumer goods packaging field through acquisition of **Lord Baltimore Press Inc.**

CONS. INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
	$	$
Net sales	915,142,963	940,427,571
Net earnings	187,100,907	199,503,250
Less: Depr. & depl.	47,955,218	50,365,454
Inc. tax res.	67,504,783	70,749,905
Net profit	72,000,906	78,387,891
Less: Pref. divs.	896,150	912,800
Com. divds.	36,316,620	36,784,535
Surplus for year	32,788,136	40,690,556
▲Incl. for exch. loss of	3,426,620	4,829,336
Earnings per Share and Dividend Record:		
4% Preferred	$329.75	$346.24
Paid	4.00	4.00
Common	5.46	6.18
Paid	3.00	3.00

†Plus stock dividend of 2% in 1958 and 3% in 1957.

Shares o/s as at Dec. 31:		
4% Pref., n.p.v.	218,350	226,400
Com., $7.50 par	13,026,621	12,735,371

CONDENSED CONS. BALANCE SHEET▲

As at Dec. 31:	‡1958	1957
Cash & govt. secs.	$74,152,374	$63,554,279
Accts., rec., less res.	73,414,041	62,084,232
Inventories	141,335,935	133,358,279
Total curr. assets	288,902,350	258,996,790
Def. assets & exps.	14,010,923	12,837,660
Prep. pwr. rentals	.....	3,671,026
Investments	1,935,485	9,867,054
Cap. exp. fund	15,379,800	17,869,400
Plants & props.■	410,662,798	396,588,142
Woodlands	113,565,611	102,390,562
Total assets	844,456,967	802,220,634
Accts. pay.	41,371,704	40,662,858
Accrs. tax., etc.*	33,501,360	27,453,355
Total curr. liab.	74,873,064	68,116,213
Reserves	7,306,864	15,293,634
Capital stock	119,534,657	116,730,282
Cap. re pf. conv.	40,430,070	40,430,070
Capital surp.	288,914,603	256,291,773
Surplus	313,397,709†	305,358,662
■After depr. of	421,435,329	381,762,576
*After deduct. U.S. sav. notes of	46,992,554	47,835,863

†Of which $18,000,000 is approp. for inventory price adjustment.

▲ U. S. funds.

‡Includes accounts of Lord Baltimore Press, Inc.

Working capital	214,029,286	196,880,577

SIMPSONS LTD., Toronto, consolidated net profit for year ended Jan. 7, 1959, amounted to $4,624,709, up 27.7% from the previous year's $3,621,541.

Simpsons Ltd. has an equal interest in **Simpson-Sears Ltd.** with **Sears, Roebuck & Co.** and Simpsons Ltd. share of the net earnings of Simpsons-Sears was $2,819,887 or 93c per Simpsons Ltd. share.

A Simpsons store will be built in the Yorkdale Shopping Centre, North Toronto, at an estimated $11 million over the next three years, including land, building and equipment.

Simpsons Acceptance Co., a wholly-owned subsidiary not consolidated, had installment accounts receivable amounting to $28,281,598 on Jan. 7, 1959 ($27,673,395 a year earlier), and these accounts provided security for bank borrowings of $10.2 million and for the balance of $14,255,242 owing to Simpsons Ltd. on the purchase of the accounts.

This subsidiary declared a dividend of $392,950 ($230,589 a year before) equal to its net earnings for the year and this is reflected in Simpsons Ltd. accounts.

CONS. INCOME ACCOUNT

Periods Ended:	Jan. 7 1959	Jan. 8 1958
	$	$
Net sales	147,382,329	143,313,995
Net earnings	12,139,423	10,238,727
Less: Debt int.	1,698,119	1,841,993
Deprec. res.	1,641,595	1,530,193
Tax reserve	4,175,000	3,245,000
Net profit	4,624,709	3,621,541
Less: Com. divds.	1,654,733	1,500,417
Surplus for year	2,969,976	2,121,124
Times Funded Debt Interest Earned:		
Before deprec.	7.15	5.56
After deprec.	6.18	4.73
Earnings per Share and Dividend Record:		
Common (new)	$1.53	$1.21
Paid	0.55	0.50
Shares o/s as at Jan. 7:		
Common, n.p.v.	3,023,911	3,001,291

CONDENSED CONS. BALANCE SHEET

As at:	Jan. 7 1959	Jan. 8 1958
Cash & Dom. bds.	$1,011,340	$966,844
Simpsons debents.	.....	1,438,206
Accts. rec. less res.	11,038,831	10,186,262
Simpson's Accept. Co.	14,255,242	11,423,224
Inventories	16,090,014	15,607,667
Total curr. assets	42,445,427	39,562,203
Shs. in subsid.	1,000,000	1,000,000
Misc. assets	2,476,880	2,786,060
Shs., etc., in Simpsons-Sears	22,500,000	22,500,000
Other invests.	495,047	384,262
Fixed assets†	46,364,897	47,203,769
Total assets	115,282,251	113,416,294
Accts., tax., etc., p.	16,662,167	15,015,773
S.f. due	.....	1,500,000
Total curr. liab.	16,662,167	16,515,773
Deprec. res.†	17,302,055	17,302,055
Inventory res.	.....	1,500,000
Funded debt	34,292,000	36,000,000
Capital stock	5,542,462	5,064,875
Surplus	41,483,567	37,013,591
§After depr. of	15,431,358	14,134,603

†Appraised value of lands and bldgs. in excess of depreciated book value on July 31, 1952.

Working capital	25,783,260	23,046,430

SIMPSONS-SEARS LTD., Toronto, consolidated net profit for 52 weeks ended Jan. 7, 1959, amounted to $6,026,520, up 90% from net profit of $3,153,632 for the 52 weeks ended Jan. 8, 1958.

In May, 1958, company opened a retail store in Calgary and a similar one will be opened this spring in Winnipeg's Polo Park Shopping Centre, bringing to 37 the number opened since 1954.

Simpsons-Sears Acceptance Co., a wholly-owned subsidiary not consolidated, had installment accounts receivable at Jan. 7, 1959, amounting to $66,755,177 ($57,526,520 a year earlier). These accounts provide security for bank borrowings of $55 million and for the balance of $3.1 million owing to Simpsons-Sears Ltd. on purchase of the accounts.

This subsidiary declared a dividend of $789,610 ($407,883 a year earlier) equal to its net earnings for the year and this dividend is reflected in the accounts of Simpsons-Sears.

CONSOLIDATED INCOME ACCOUNT

Years Ended:	Jan. 7 1959	Jan. 8 1958
	$	$
Net sales	203,900,979	191,618,723
Net earnings	14,245,690	8,695,293
Less: Amort. bd. disc. & exp.	41,920	42,345
Debt inteerst	1,527,693	1,474,995
Prov. for deprec.	1,959,557	1,769,321
Prov. for inc. tax	4,690,000	2,255,000
Net prof. & surp.	6,026,520	3,153,632

Co. is claiming for tax purposes depreciation in excess of that charged in accts. As a result taxes totaling $1,396,000 for year ended Jan. 7, 1959, and $2,215,000 for year ended Jan. 8, 1958, have been deferred.

Times Interest Earned:†		
Before deprec.	9.30	5.87
After deprec.	8.00	4.67

†After amort.

Earnings per Share:		
Class A†	$21.97	$13.22
Class B & C†	1.49	0.77
None paid.		
Cl. A, B & C‡	1.41	0.74

†Before (‡after) participation.

Shares o/s as at Jan. 7:		
Class A, n.p.v.	274,300	238,500
Class B, n.p.v.	2,000,000	2,000,000
Class C, n.p.v.	2,000,000	2,000,000

CONDENSED CONS. BALANCE SHEET

As at:	Jan. 7 1959	Jan. 8 1958
Cash & Dom. bds.	$1,330,135	$436,522
Accts., etc., rec., less res.	4,723,415	4,919,221
Simpsons-Sears Accept. Co.	3,133,996	.....
Inventories	35,278,496	35,896,809
Total curr. assets	44,466,042	41,332,352
Invest. in subs.	2,000,000	2,000,000
Other invests.	2,316,302	2,340,649
Notes rec.	1,200,008	1,404,146
Other assets & goodwill	1,397,513	1,439,433
Prepd. exps.	4,372,770	4,824,263
Fixed assets*	46,218,274	46,851,775
Total assets	101,970,909	100,112,618
Due bank	.....	1,787,327
Accts., etc., pay.	10,291,943	16,123,963
Taxes pay.	4,000,542	719,224
Total curr. liab.	14,292,485	18,630,514
Funded debt	24,630,000	26,250,000
Def. inc. tax	4,180,000	2,784,000
Capital stock	42,778,800	42,385,000
Earned surplus	10,036,218	4,009,698
*After deprec. of	8,185,423	6,259,365
Working capital	30,173,557	27,621,838

AUTO ELECTRIC SERVICE CO., Toronto, consolidated net profit of $343,128 for 1958 was 0.3% higher than 1957's $342,056.

Decrease of $103,532 in merchandise inventories reflects improved turnover rates, Chairman G. J. Beattie states.

Company purchased outstanding shares of **Boultbee (Victoria) Ltd.,** a Vancouver Island firm engaged in operations similar to those of Auto Electric.

Sales volume in first two months

Iron and Steel

CANADIAN LOCOMOTIVE CO., Kingston, sustained a net loss of $618,922 for 1958 compared with a net loss of $257,223 for 1957.

Increased loss is attributed to lack of orders for large diesel road locomotives. Billings for other products increased, President R. H. Morse, Jr., says, with considerable improvement taking place in diesel marine engines and industrial locomotives.

Order backlog should increase materially in first half 1959, Mr. Morse states. Prospects and orders to date this year indicate improvement over same period in 1957.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net oper. loss	$532,610	$176,736
Less: Deprec.	86,312	†80,487
Net loss	618,922	257,223
Less: Divds.	.....	249,977
Deficit for year	618,922	507,200

†Depreciation provided at 30% of normal rates.

Earnings per Share and Dividend Record:		
Common	d$2.48	d$1.03
Paid	nil	1.00
Shares o/s as at Dec. 31:		
Common, n.p.v.	250,000	250,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$30,720	$18,196
Accts. rec. less res.	895,182	760,021
C.s.v., life insur.	48,742	39,754
Invests.	31,423	28,615
Prep. exp.	34,844	35,539
Inventories	1,824,776	1,928,308
Total curr. assets	2,865,692	2,810,433
Fixed assets*	686,568	688,096
Total assets	3,552,260	3,498,529
Bank loans	65,000	270,000
Accts., tax., etc., pay.	1,023,115	932,372
Total curr. liabs.	1,088,115	1,202,872
Funded debt	302,000	335,000
Capital stock	22,000	22,000
Earned surplus	2,140,145	1,938,657
*After depr. of	364,826	330,876
Working capital	1,777,577	1,607,561

Iron and Steel

FITTINGS LTD., Oshawa, Ont., consolidated net profit of $114,715 for 1958 was 28.2% lower than 1957's $159,296.

Profit was adversely affected by strike, President D. M. Storie states.

Increased sales and profit are reported for wholly owned subsidiary **Canadian Brass Ltd.**

CONSOL. INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$412,941	$532,969
Less: Deprec.	136,982	162,061
Debent. interest	70,439	74,946
Income taxes	90,805	136,296
Net profit	114,715	159,666
Less: Cl. A divd.	29,534	29,534
Surplus for year	85,181	130,132
Times Debent. Int. Earned:		
Before deprec.	5.86	7.11
After deprec.	3.92	4.95
Earnings per Share and Dividend Record:		
Class A	$2.33	$3.24
Paid	0.60	0.60
Common	1.04	1.59
None paid.		
Shares o/s as at Dec. 31:		
Class A, n.p.v.	49,224	49,224
Common, n.p.v.	82,040	82,040

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$455,590	$335,005
Marketable secs.†	459,488	208,275
Accts., etc., rec.	608,278	614,615
Inventories	1,757,561	1,960,208
Prep. exp., etc.	46,390	32,906
Total curr. assets	3,327,307	3,171,009
Sundry invests.	5,112	5,100
Fixed assets*	1,380,131	1,470,321
Total assets	4,712,570	4,646,430
Accts., etc., pay.	349,540	365,338
Total curr. liabs.	349,540	365,338
Funded debt	1,341,000	1,346,000
Capital stock	1,238,893	1,238,893
Earned surplus	1,783,137	1,696,199
*After depr. of	2,397,995	2,267,123
†Market value	453,450	196,913
Working capital	2,977,767	2,805,671
Surplus	852,624	1,471,546

Merchandising

SIMPSONS LTD., Toronto, consolidated net profit for year ended Jan. 7, 1959, amounted to $4,624,709, up 27.7% from the previous year's $3,621,541.

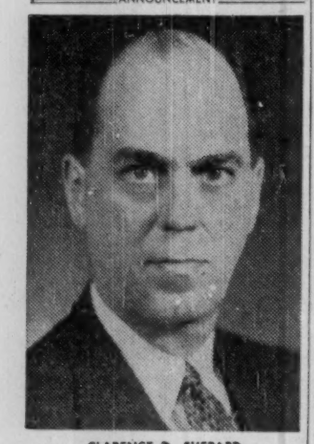
Simpsons Ltd. has an equal interest in **Simpson-Sears Ltd.** with **Sears, Roebuck & Co.** and Simpsons Ltd. share of the net earnings of Simpsons-Sears was $2,819,887 or 93c per Simpsons Ltd. share.

A Simpsons store will be built in the Yorkdale Shopping Centre, North Toronto, at an estimated $11 million over the next three years, including land, building and equipment.

Simpsons Acceptance Co., a wholly-owned subsidiary not consolidated, had installment accounts receivable amounting to $28,281,598 on Jan. 7, 1959 ($27,673,395 a year earlier), and these accounts provided security for bank borrowings of $10.2 million and for the balance of $14,255,242 owing to Simpsons Ltd. on the purchase of the accounts.

This subsidiary declared a dividend of $392,950 ($230,589 a year before) equal to its net earnings

ANNOUNCEMENT



CLARENCE D. SHEPARD

Clarence D. Shepard of Toronto was elected a member of the Board of Directors of the Carborundum Company at the Company's 68th annual stockholders' meeting March 19 in Niagara Falls, New York.

In announcing the election of Mr. Shepard by Carborundum stockholders, General Clinton F. Robinson, president of Carborundum said, "The election to Carborundum's Board of Directors of Mr. Shepard, a distinguished Canadian, general counsel of The British American Oil Company, formerly chief commissioner of the Board of Transport Commissioners, is an expression of the Company's policy to strengthen the partnership relation between U.S. and Canadian operations of The Carborundum Company.

"Canadian subsidiaries of the Company and Canadians generally had provided management leaders for Carborundum, both in United States and other lands, as well as management personnel for Carborundum's Canadian subsidiaries. Today, over 20 high level management men, including 7 plant managers, all Canadians, hold important positions in the Company outside Canada."

Other members elected to Carborundum's Board of Directors are Leon A. Patt, vice president of the Company, general manager of the Bonded Abrasives Division, and formerly general manager of Canadian Carborundum; William H. Wendel, executive vice president of the Company; Charles H. Diefendorf, director and chairman of the Executive Committee, Marine Trust Company of Western New York; William F. McCormick, senior partner, Cresap, McCormick and Paget, management consultants; Nathan W. Pearson, governor and vice president of T. Mellon and Sons; and Clinton F. Robinson, president of The Carborundum Company.

ANNOUNCEMENT

NEW B. C. TELEPHONE DIRECTOR

MR. FRED B. BROWN

The British Columbia Telephone Company announces the election of Mr. Fred B. Brown as a director of that Company.

Mr. Brown is president of Vanwest Logging Co. Ltd., vice-president of Inland Natural Gas Co. Ltd., chairman of the board of Deeks-McBride Ltd. and Kelly Douglas and Co. Ltd. and director of many companies, including the Bank of Nova Scotia, North-west Telephone Company, Pacific Press Ltd., Sun Publishing Co. Ltd., Straits Towing Ltd., National Trust Co. Ltd. and Burns and Co. Ltd.

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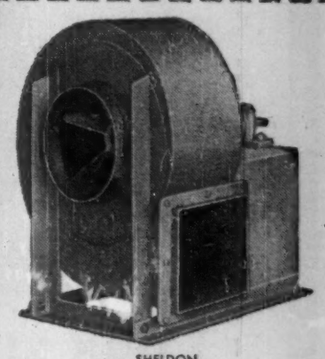

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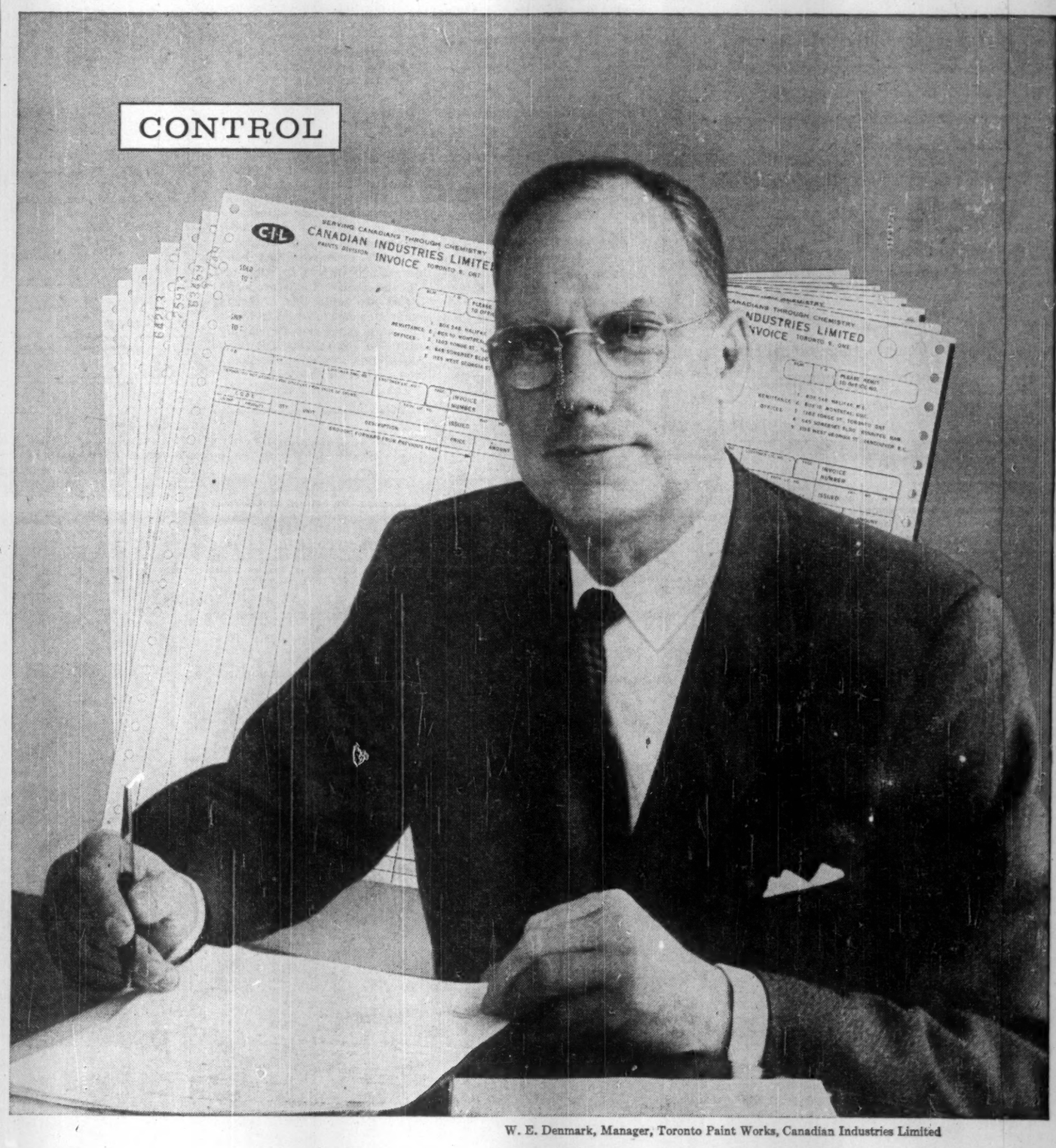
CONTROL



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Company Reports

Mining

TORBRIT SILVER MINES had a loss of $23,838 in 1958, compared with a loss of $12,238 in 1957.

Lower operating profit reflects lower milling rate and drop of 1.22 oz. per ton of silver in average grade of ore to the mill, J. A. H. Paterson, president, reports. Torbrit owned 10,000 **Geco Mines** shares at the year end. In 1957, it purchased 9,100 shares.

Present known ore reserves will be exhausted by late spring or early summer, he notes. Underground prospecting on the adjoining North Star claim gave some encouragement and an option has been exercised to take up the property and continue work.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Prod. & misc. rev.	$1,335,617	$1,683,903
Less: Oper. exp.	1,197,593	1,397,024
Operating profit	138,024	286,879
Less: Deprec.	69,749	215,517
Outside explor.	72,113	33,600
Net loss & surp.	23,838	12,238
Earnings per share	d$0.008	d$0.004
None paid.		
Shares o/s as at Dec. 31:		
Common, $1 par	3,000,000	3,000,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$407,687	$509,261
Govt. bonds†	547,000	.....
Bullion & conc.	100,906	179,915
Accts. rec.	7,784	6,166
Stores & prep. chgs.	206,686	223,870
Total curr. assets	1,270,063	1,319,212
Invest., at costs	82,230	74,760
Plant, equip.*	36,506	125,049
Mining props.	3,324,398	3,324,398
Total assets	4,713,197	4,743,419
Total curr. liabs.	73,923	79,307
Capital stock	3,000,000	3,000,000
Earned surp.	1,640,274	1,664,112
*After depr. of	1,760,676	1,670,928
‡Mkt. value	165,000	74,165
§Mkt. value	544,950	.....
Working capital	1,197,040	1,130,905

OPERATING STATISTICS

	1958	1957
Tons milled	135,892	154,419
Average recovery*	$9.83	$10.90
Ore reserves, tons	45,582	75,208
Grade (silver), oz.	12.46	13.70

*Includes miscellaneous revenue.

NORANDA MINES had a net profit of $9,416,558 in 1958 equal to $2.10 a share, down 21% from 1957 net of $11,931,956 or $2.66 a share.

Earnings from operations dropped 20% at $1.27 a share, as against $1.59 and were affected by lower average copper prices and higher costs which were partially offset by increased income from the Cutler, Ont., sulphuric acid plant and from custom smelting and refining.

Reduced dividends from **Waite Amulet Mines**, resulting chiefly from lower metal prices, accounted for over 90% of the decline in investment income, reports John R. Bradfield, president.

Average price of copper received during the year was down 15% although the two-year decline in price ended early in 1958. Price received for zinc, important to several subsidiary and associated companies, was down 14%.

Position of Canadian base metal producers was seriously affected by U.S. move to establish import quotas on lead and zinc and reimposition of a 1.7c lb. tariff on copper. Discount on U.S. funds which directly affects prices of Noranda products, averaged 2.9% during the year, compared with 4.1% in 1957.

Copper production at Noranda smelter rose 24%, reflecting new reverberatory furnace and greater receipts of concentrate from **Geco Mines** and other custom shippers. **Gaspe Copper** had net profit of $1,183,000 and reduced debt by some $5 million. Waite Amulet dividends were reduced to 55c from $1.05.

West Macdonald Mines suspended operations early this year because of reduced demand for pyrite and restrictions on zinc entering the U.S. Earnings of the three Porcupine area gold mines improved.

Empresa Minera de Nicaragua boosted earnings to $600,000 (U.S.) from $103,000 and Noranda received $181,000 in dividends. Rise in earnings reflects a 25% increase in gold content of ore mined.

The sulphuric acid division produced 316,000 tons of acid and output now is better than 1,000 tons daily with a new roasting plant completed late in the year. The Port Robinson sulphur-iron plant, an experimental project suspended operations because of low revenues, corrosion difficulties and rising costs.

Canadian Copper Refiners produced 239,000 tons of refined copper, 562,000 oz. gold and 7,493,000 oz. silver. **Canada Wire and Cable** shipments declined sharply because of the business recession.

Noranda Copper & Brass increased earnings and paid Noranda $96,000 in dividends as shipments increased because of the high level of residential construction.

Mr. Bradfield notes that Noranda and subsidiaries have invested almost $120 million since 1951 in new mines, plant and equipment. In 1958, capital outlays were $4 million, mainly at Cutler. This is down from $13.7 million in 1957. Subsidiaries reduced capital spending to $6 million from $12 million. Further declines are anticipated this year.

R. V. Porritt vice-president and general manager, reports that Noranda smelter output of both copper and gold were at record levels with customs materials accounting for 55% of total tonnage smelted and 79% of copper produced.

Company shares equally with McIntyre Porcupine and Canadian Exploration in options on a 66.6% interest in **Mattagami Lake Mines** where incomplete detailed drilling indicates 20 million tons averaging 13% zinc, 0.7% copper, 0.02 oz. gold and 1.3 oz. silver a ton.

With Waite Amulet and **Anglo-Huronian**, 37% of issued shares of **Orchan Mines** is held. This property adjoins Mattagami Lake Mines and zinc and copper values have been intersected.

In British Columbia, a 25% interest is held in an agreement to develop the **Craigmont Mines** property where surface drilling indicated 13 million tons averaging 1.86% copper and good possibilities of additional tonnage. Underground development is under way.

Work continues on the **Sunro Copper** property on Vancouver Island. No work was done on the Yreka property. Drilling will resume shortly on a copper property and iron showing on the island. One property was acquired in northern British Columbia and a copper showing picked up near Fort Frances, Ont.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
	$	$
Net earnings	19,857,433	22,351,094
Less: Deprec.	4,086,121	3,728,795
Revenue from prod.	30,374,182	29,055,038
Less: Oper. exps.	16,079,992	13,422,327
Add: Profit re invest. sale	289,371	243,404
Other income	5,293,872	6,474,979
Int. on debents.	1,911,522	1,668,396
Res. for taxes	3,593,232	4,425,718
Explor. w/o	850,000	596,229
Net profit	9,416,558	11,931,954
Less: Divds.	8,959,083	8,959,083
Surplus for year	457,470	2,972,868
Earnings per Share and Dividend Record:		
Com.	$2.10	$2.66
Paid	2.00	2.00
Shares o/s at Dec. 31:		
Common, n.p.v.	4,479,544	4,479,544

CONDENSED BALANCE SHEET

As at Dec. 31:	1957	1957
Cash	$4,305,405	$3,229,524
Accts., etc. rec.	5,787,079	2,606,550
Bds. & Stks.*	2,210,931	2,448,396
Smelt. & refin. toll.	2,239,957	2,241,238
Ref. settlements	9,796,196	8,706,501
Total curr. assets	24,339,568	19,232,209
Supplies	1,819,962	2,212,334
Mtge. loans	992,840	870,088
Chgs. to oper.	464,227	221,285
Pros. & expl.	310,894	199,948
Inv. in subs.	14,494,317	14,433,006
Inv. in affil. & other cos.†	18,696,809	18,316,471
Adv. to subs. & affil. cos.	41,401,493	46,915,568
Mining claims	907,779	909,779
Plant & equip.	51,999,574	48,357,098
Hotel, houses, etc.	3,821,057	3,806,462
Less: Deprec.	29,061,763	25,231,510
Total assets	130,187,557	130,295,738
Accts., etc., pay.	2,677,232	1,950,265
Est. tax pay.	3,016,000	2,205,000
Customs ore pay.	6,595,168	6,680,180
S. f. instal. due	500,000	1,350,000
Unclaimed divs.	262,000	280,606
Tot. curr. liabs.	13,050,400	12,446,051
Def. inc. tax.	2,790,000	1,605,000
Notes pay.	21,000,000	22,000,000
S.f. debentures	15,798,000	17,153,000
Invest. & cont. res.	5,051,559	5,051,559
Capital stock	1,303,140	11,303,140
Surplus	61,194,458	60,736,988
*Market value	3,672,474	3,130,303
†Market value	32,373,589	21,473,173

Cont. Liability—Guaranty of interest and principal on $1,375,000 mtge. bonds of Noranda Copper & Brass.

Working capital	11,289,168	6,784,258

OPERATING STATISTICS

Ore Reserves:	*1958	*1957
Sulphide ore, tons	10,010,000	10,758,000
Copper, %	2.21	2.26
Gold, oz.	0.189	0.188
Siliceous fluxing ore, tons	930,000	940,000
Copper, %	0.13	0.15
Gold, oz.	0.124	0.124

*3,370,000 tons in Chadbourne and No. 5 ore zones not included.

Tons treated	1,333,476	1,336,434

DOME MINES had a net profit of $1,818,838 equal to 94c a share in 1958, ahead slightly from 1,804,337 or 93c a share in 1957.

Better gold price and increased government assistance meant slightly higher profit despite increased costs during the year, states C. W. Michel, president. But he warns that wages and supplies are again pointing upward and new cost-saving methods will be needed.

Costs per ton during the year rose to $7.96 from $7.85 in the previous year.

Lower outside exploration costs reflect the reduction of drilling costs associated with the Mattagami Lake property transferred by the Mattagami Syndicate to the **Noranda-McIntyre-Canadian Exploration** group. Expenditures dropped to $167,728 from $184,172.

Despite a general oil industry decline, Dome's affiliate **Dome Petroleum Ltd.** scored a 16% gain in oil deliveries to 1.1 million barrels.

Subsidiaries **Sigma Mines (Quebec)** and **Campbell Red Lake** both reported gains in net profit.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Bullion prod.	$5,962,970	$5,733,769
Less: Oper. exps.	5,631,904	5,469,506
Oper. earns.	331,066	264,263
Add: Oth. inc. (net)	1,296,376	1,469,181
Cost-aid assist.	595,000	435,000
Net earnings	2,221,442	2,218,444
Less: Tax pay.	96,000	89,000
Depreciation	138,876	140,935
Outside expl. w/o	167,728	134,172
Net profit	1,818,838	1,804,337
Less: Dividends	1,362,668	1,362,668
Surplus for year	456,170	441,669

Note—Co. is claiming for tax purposes capital cost allowances in excess of depreciation recorded in accts.; income tax provision includes $10,000 in 1958 and $30,000 in 1957 for deferred liability for taxes.

Earned per Shares	$0.94	$0.93
Paid	0.70	0.70

‡Based on shs. in the hands of the public.

Shares o/s as at Dec. 31:		
Common, n.p.v.†	1,946,668	1,946,668

†In hands of the public; 53,332 shs. held in trust.

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash & bullion	$6,678,732	$6,035,658
Accts., etc., rec.*	601,583	624,872
Mkt. invests.‡	2,652,440	2,657,990
Total curr. assets	9,932,755	9,318,520
Supplies	941,142	1,026,607
Prep. & def. chgs.	71,032	82,549
Inv. in subs., etc.	4,027,935	4,027,935
Mng. cls., props.	6,314,818	6,314,818
Plant & equip.†	476,896	508,497
Total assets	21,764,618	21,278,976
Accts., etc., pay.	507,851	488,379
Divd. pay.	340,667	340,667
Total curr. liab.	848,518	829,046
Def. inc. tax	40,000	30,000
Reserves	2,354,708	2,354,708
Capital stock	7,000,000	7,000,000
Paid-in surplus	3,606,389	3,606,389
Earned surplus	7,915,003	7,458,833
‡Market value	3,460,000	2,857,000
*After depr. of	5,151,826	5,037,444
*Includes cost-aid.		
Working capital	9,084,237	8,489,474
‡Includes investment at cost.		

OPERATING STATISTICS

	1958	1957
Tons milled	707,900	696,800
Aver. recovery	$8.42	$8.23
Ore reserves, tons	2,479,000	2,472,000

RENABIE MINES had a net profit of $24,808 or 2c a share in 1958 compared with a loss of $44,690 the previous year.

Higher cost-aid receipts were the biggest factor behind better earnings. Increased scale of government assistance last year meant a 41% jump in payments to an estimated $246,939.

Bullion output dropped 10% to $952,880, reflecting a drop in ore grade to $5.37 from $6.32. Lower grade was partially offset by higher operating rate as the mill handled 486 tons daily, up from 458 tons.

Development on the new lower levels below 1,200 ft. was slowed down because of shortage of skilled help. But mining of higher grade ore from these lower levels started in January. This should lead to higher earnings and resumption of dividends later this year, R. A. Bryce, president, states.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Bullion production	$952,880	$1,056,830
Less: Oper. exps.	1,066,742	1,082,007
Oper. profits	113,862	25,177
Add: Cost-aid assist.	246,929	175,446
Invest. income	14,566	22,765
Net earnings	147,663	173,034
Less: Deprec.	122,855	123,150
Outside dev. w/o	.....	74
Net profit	24,808	49,810
Less: Divd.	.....	94,500
Surplus for year	24,808	d44,690
dDeficit or loss.		
Earned per Share	$0.02	$0.05
Paid	....	0.09
Shares o/s as at Dec. 31:		
Common, $1 par	1,050,005	1,050,005

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash & bullion	$147,119	$220,872
Accts. rec.	9,184	27,838
Cost-aid assist.	182,069	109,922
Mktble. secs.†	28,338	28,338
Stores & mat.	248,217	297,171
Prepaid exps.	542	6,146
Total curr. assets	595,469	690,287
Adv. to Jerd. Pete.	.....	48,000
Invest., Macassaa	13,725	105,243
Invest. Bicroft*	297,696	196,270
Other invests.	57,731	4,337
Outside expl.	13,400	13,400
Def. devel., etc.	41,932	290,936
Mining props.	76,477	76,477
Bldgs. & equip.*	505,231	526,720
Total assets	1,977,661	1,951,670
Total curr. liabs.	111,931	154,378
Capital stock	429,550	429,550
Surplus	1,436,180	1,367,742
*After depr. of	1,980,710	1,859,577
†Market value	19,375	16,750
▲Market value	22,425	158,125
■Market value	224,550	116,600
Working capital	483,538	535,909

OPERATING STATISTICS

	1958	1957
Tons milled	177,475	167,133
Av. recovery	$5.37	$6.32
Ore reserves, tons	356,536	402,497
Grade ($35 gold)	$7.46	$7.42

GECO MINES had a net profit of $5,195,853, equal to $1.73 a share in 1958, its first full year of production. The Manitouwadge area copper-zinc producer reported net of $707,432 or 24c a share in the last four months of 1957. Production started in September, 1957.

U.S. quota on zinc which became effective Oct. 1, 1958, will likely mean a 20% drop in sales of zinc to U.S. smelters this year, states Norman C. Urquhart, president. Average monthly price received for zinc in 1958 varied from a low of 9.58c lb. in June to a high of 11.08c lb. in December. Average monthly price received for copper varied from 20.37c lb. low in February to a 27.54c lb. high in November. High rate of discount on U.S. dollar had an adverse effect on earnings.

Bank loan was retired and loan from **Mining Corp. of Canada** has been reduced by $3 million to $9 million.

Grade of ore treated since start of milling has been higher than average grade because of the predetermined mining plan. However, Mr. Urquhart notes that most 1959 mill feed will come from the A orebody and average mill head will likely be closer to mine grade.

John A. Graham, mine manager, reports decisions to install a second jaw crusher on the 1250 level and sink an internal shaft from the 1250 level to explore and develop projected downward extension of the C ore zone. This shaft will start going down shortly and should be completed by the end of the year on the 2520 horizon.

"Exploration development was resumed in April driving east on the 1250 and 1050 levels into the C ore zone area and west on the 850 level toward a possible extension of the favorable zone indicated by original drilling at the Willroy boundary," he reports.

INCOME ACCOUNT

Period:	12 mos. ended Dec. 31 1958	4 mos. ended Dec. 31 ▲1957
Production revenue	$20,626,090	$4,635,749
Less: Oper. exp.	12,573,934	3,181,500
Operating profit	8,052,156	1,454,249
Less: Loan interest	687,860	229,880
Depreciation	1,123,290	344,492
Preprod. exp. w/o	570,598	172,445
Ont. min. tax	494,555	.....
Net profit & surp.	5,185,853	707,432

▲For period Sept. 9, 1957 (when production started) to Dec. 31, 1957.

Earnings per Share	$1.73	$0.24
Shares o/s as at Dec. 31:		
Common, $1 par	3,000,000	3,000,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$521,091	$501,449
Bonds, cost*	24,250	24,250
Concentrates	4,796,859	3,059,807
Accts., etc., rec.	121,053	110,317
Stores & prepd. exp.	1,313,274	1,062,497
Total curr. assets	6,776,527	4,778,320
Power deposit	861,768	934,877
Preprod. exp.†	6,311,658	7,189,266
Mining props.	197,513	196,313
Plant, bldgs., equip.	12,330,996	12,717,598
Lots & housing	2,296,310	2,111,012
Less: Deprec.	1,467,782	344,492
Total assets	28,300,992	27,584,894
Accts., etc., pay.	671,444	494,199
Prov. for taxes	493,000	.....
Bank loan	.....	2,750,000
Total curr. liabs.	1,164,444	3,244,199
Loan from Mining Corp.	9,600,000	12,000,000
Capital stock	3,000,000	3,000,000
Contrib. surplus	8,642,937	8,642,937
Earned surplus	5,893,611	697,758
*Market value	21,250	21,875
†After w/o of	743,043	172,445
Working capital	5,612,083	1,534,121

OPERATING STATISTICS

	1958	1957
Tons milled	1,286,129	345,752
Average recovery	$16.04	$13.41
Ore reserves, tons	16,011,200	14,806,200
Grade: Copper, %	1.79	1.76
Zinc, %	3.71	3.75
Silver, oz.	1.84	1.74
Pyrite, %	16.81	13.22

Iron and Steel

DONALD ROPES & WIRE CLOTH LTD., Hamilton, Ont., net profit of $224,026 for 1958 was 19.3% lower than 1957's $277,622.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net earnings	$709,191	$823,709
Less: Deprc.	216,482	207,557
Interest	66,583	68,530
Income taxes	202,000	270,000
Net profit	224,026	277,622
Less: Class A divds.	22,700	22,700
Class B divds.	36,000	58,500
Common divds.	.....	51,100
Surplus for year	165,326	145,322
Times All Interest Earned:		
Before deprec.	10.64	12.02
After deprec.	7.39	8.99
Earnings per Share and Dividend Record:		
Class A: Earned	$49.34	$61.15
Paid	5.00	5.00
Class B: Earned†	4.47	5.66
Paid	0.80	0.80+a0.50
Com.: Earned†	1.84	2.43
Paid	.....	0.57+*0.73
Cl. B & com.: Earned‡	1.49	1.89

†Before (‡after) participation.
▲Participating dividend.
*Stk. divd. out of tax-pd. undistrib. inc. in form of class C non-cum. red. $1 par shs. (65,900 in 1957) issued and redeemed immed.

Shares o/s as at Dec. 31:		
Class A, $100, par	4,540	4,540
Class B, n.p.v.	45,000	45,000
Class C, $1 par	.....	65,900
Common, n.p.v.	90,000	90,000

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Accts., etc., rec.	$642,252	$556,732
Inventory	1,589,599	1,557,188
Prep. exps.	25,394	22,543
Total curr. assets	2,257,245	2,236,463
C.s.v., life ins.	.....	127,976
Cap. purchase pay.	.....	14,657
Misc. assets	6,507	11,755
Fixed assets*	1,729,932	1,751,780
Total assets	4,063,684	4,143,163
Due bank	195,269	325,538
Accts., etc., pay.	383,996	343,202
S.f. instal. due	54,000	62,000
Income taxes	110,762	154,160
Total curr. liabs.	734,027	884,900
Funded debt	1,130,000	1,183,400
Capital stock	464,003	464,003
Earned surplus	1,775,654	1,610,328
*After deprec. of	1,536,304	1,326,716
Working capital	1,623,218	1,351,563

Financial

TRADERS FINANCE CORP., Toronto, consolidated net profit of $4,752,508 for year ended Nov. 30, 1958, was 9.5% higher than previous fiscal year's $4,339,908.

Subsidiaries, all of which had a satisfactory year, made an important contribution to increased earnings, Chairman and President A. E. Naylor reports.

Interest charges declined 11.5% to $9.5 million, as less money was borrowed and at considerably lower short-term rates.

Sales of cars and trucks, financing of which provides major portion of company's business, were reduced. Company increased its share of business in other fields such as trailers, machinery and appliances.

CON. INCOME ACCOUNT

Years Ended Nov. 30:	1958	1957
	$	$
Total income	29,938,284	30,817,451
Net income	19,177,333	29,078,792
Less: Deprec.	501,327	537,566
Deb. int., etc.	9,939,335	11,518,578
Inc. tax res.	3,938,667	3,669,200
Minority int.	45,196	13,540
Net profit	4,752,508	4,339,908
Less: Int. on rtx.	17,053	17,110
4½% Pf. divds.	135,774	136,074
5% Pf. divds.	244,256	245,686
Com. divds.	3,008,631	3,001,968
Surplus for year	1,346,794	938,870
Times all int. earned:	1.93	2.52
Earnings per Share and Dividend Record:		
Rights: Earned	$239.74	$218.92
Paid	1.00	1.00
4½% Pf.: Earned	156.95	142.93
Paid	4.50	4.50
5% Pf.: Earned	38.15	34.13
Paid	2.00	2.00
A & B: Earned	3.45	3.15
Paid	2.40	2.40
Shares o/s as at Nov. 30:		
4½% Pfd., $100 par	30,172	30,239
5% Pfd., $40 par	120,558	122,683
Class A, n.p.v.	1,016,435	1,012,227
Class B, n.p.v.	240,000	240,000

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$19,588,194	$28,187,742
Mktable. secs.*	17,269,044	16,816,546
Accts., etc., rec.	244,942,697	263,572,957
Sundry loans	7,403,523	14,137,534
Less reserve	2,376,529	2,679,487
Tot. curr. assets	286,826,929	320,035,292
Unamort. disc.	2,030,885	2,235,084
Eqpt., etc.†	1,425,531	1,371,684
Total assets	290,283,345	323,642,060
Bank loan (sec.)	13,900,000	43,500,000
Accts., tax., etc., pay.	6,138,490	6,324,005
Deal. res., etc.	13,528,457	14,883,563
Short-term notes	60,804,000	62,873,000
Tot. curr. liab.	94,370,947	127,580,568
Funded debt	129,617,500	130,843,000
Gen. res.	635,539	578,221
Min. int. in subs.	1,194,007	1,169,763
Res. ins. claims	3,873,184	4,177,006
Unearned chgs.	19,086,468	19,171,877
Capital stk.	22,643,628	22,586,878
Earned surplus	18,862,022	17,534,747
†After depr. of	1,727,361	1,478,301
*Market value	17,373,033	16,383,332
Working capital	192,455,982	192,454,724

Mining

GREAT PLAINS DEVELOPMENT had a net profit of $483,410 (50c a share) in 1958, ahead 15% from $421,459 the previous year.

Despite an industry decline of 18% in crude oil sales from Alberta, company held its drop in output to 5%. However, because of falling prices revenue fell 7%. From equivalent of 75 net oil wells company delivered 941,912 bbl.

Exploration activity was stepped up during the year and by year-end production was established in 16 different areas. Participations taken in six exploratory wells resulted in one gas well and one marginal oil well.

Land position was nearly doubled. Interests now held in 987,582 gross acres, the equivalent of 599,698 net acres. Major addition was through permits in the Northwest Territories and Yukon covering 418,448 acres.

Interests are held in 22 gas wells in Alberta, but there has been no commercial production as yet. Income from these gas interests will be delayed until substantial market outlets are provided, states L. W. MacNaughton, president.

Net reserves at year-end amounted to 13.2 million bbl. of oil, 3.7 million bbl. gas condensate, and 107.3 billion cu. ft. of natural gas.

INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Prod'n income	$2,373,088	$2,610,796
Add: Other income	75,572	105,664
Profit sale sec.	18,273	3,221
Total income	2,466,931	2,719,681
Less: Oper. costs	885,705	1,023,125
Adm. & general	161,702	124,892
Net earnings	1,419,524	1,571,664
Less: Deplet. & amort.	233,234	336,183
Depreciation	366,740	371,142
Interest on notes	279,332	279,881
Aband. leases w/o	12,878	105,372
Amort. of note disc.	47,930	57,627
Net profit	483,410	421,459
Shares o/s as at Dec. 31:		
Common, $1 par	971,642	965,942

CONDENSED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$209,480	$166,987
Accts. rec. & accr. int.	807,776	929,887
Govt. bds. at costs	1,842,104	1,065,121
Inventories	281,147	395,996
Total curr. assets	3,140,507	2,557,991
Investment	11,690	11,690
Props. & equip.†	3,683,212	3,819,286
Oil & gas leases, etc.	1,395,465	1,254,312
Work in progress	7,129	425,129
Other assets	334,650	351,522
Deficit	.....	3,144,742
Total assets	8,572,653	11,564,672
Total curr. liabs.	612,828	905,788
Redeemable notes	6,817,500	6,921,000
Capital stock	971,642	965,942
Capital surplus	2,832,015	2,771,942
Deficit	2,661,332	.....
▲Approx. mkt. val.	1,820,271	1,075,510
†After depr., depl. & amort. of	3,792,345	3,217,404
Working capital	2,527,679	1,652,203

Dental Supplies

ASH TEMPLE LTD., Toronto, consolidated net profit of $159,456 for 1958 was 26.9% higher than 1957's $125,617.

Higher earnings resulted from an unusual increase in sales throughout Canada, President H. G. Harris explains. Much of the increase is attributed to introduction of new types of dental equipment.

Wholly owned subsidiary, **Equipment Manufacturing Co.**, had a more satisfactory year, with sales and profits moderately higher.

CONSOLIDATED INCOME ACCOUNT

Years Ended Dec. 31:	1958	1957
Net oper. inc.	$401,258	$287,323
Add: Prof. sale f.a.	.....	2,903
Net earnings	401,258	290,226
Less: Depr.	40,860	37,762
Int.	50,042	25,562
Inc. tax	150,900	101,185
Net profit	159,456	125,617
Less: Divds.	52,529	33,119
Surplus	106,927	92,498
*Deficit.		

Note—Co. has made provision for tax payable under sec. 105B of I. T. Act of an adjustment of $1,451 in 1957.

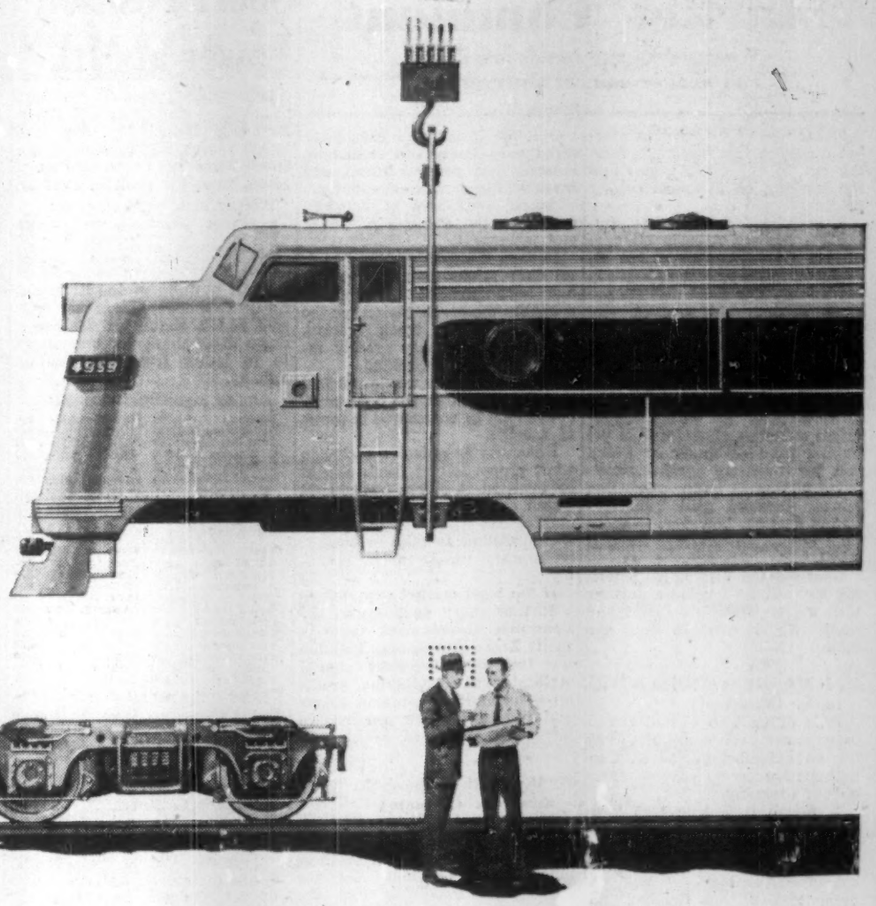
Earnings per Share:		
6% Pref.	$63.78	$50.25
Paid	6.00	6.00
6½% Pref.	5.49	3.99
Paid	0.65	0.65
Common	1.27	0.92
Paid	0.20	nil
Shares o/s as at Dec. 31:		
6% Cl. A pf., $100 par	2,500	2,500
6½% Cl. B pref., $10 par	26,294	27,700
Common, n.p.v.	160,000	100,000

CONSOLIDATED BALANCE SHEET

As at Dec. 31:	1958	1957
Cash	$30,063	$5,917
Accts. rec. less res.	955,628	965,533
Inventory	844,882	718,650
Prepaid exps.	7,009	8,171
Total curr. assets	1,837,582	1,698,271
Investments	27,000	27,000
Deposit	.....	37
Fixed assets	264,965	263,249
Total assets	2,129,547	1,988,557
Bank adv.	380,000	344,758
Accts. pay.	299,584	312,348
Prov. for inc. tax	152,763	68,498
Total curr. liabs.	812,347	725,604
Res. for inc. tax	.....	47,000
S.f. res.	.....	1,858
Funded debt	434,000	450,500
Capital stock	518,100	532,160
Contrib. surplus	11,726	.....
Capital surplus	19,943	19,943
Earned surplus	343,419	211,492

‡Arising through profit on redemption of pref. shs.

Working capital	1,025,235	972,667



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ANNOUNCEMENT

NORWICH UNION DIRECTOR

BRIGADIER F. C. WALLACE, D.S.O., M.C.

whose appointment is announced as a Director on the Canadian Boards of the Norwich Union Insurance Societies, and as a member of the Finance Committee of the Norwich Union Life Board.

Brigadier Wallace, a leading Canadian industrialist, is President of Canadian Pittsburgh Industries Limited.

Market Comment

What stocks and bonds are doing and what prominent observers say

Major news for Canadian market digestion this week has been the cut in crude oil prices and the leveling off in world copper prices.

A well-head price cut averaging 6% has hit Alberta oil producers. Operations there are already curtailed by stiff production allowables. The price reduction—since it does not promise any worthwhile market gain — will pretty well rule out any chance for earnings improvements this year.

The leveling out in the strong upward push in world copper prices reflects a slow-down in the buying pace — much of which was for inventory against anticipated strikes in major producing mines. Demand still continues strong enough, however, to more than absorb all offerings through April.

Consolidated Mining & Smelting Co. cut lead price a further ¼c a lb. reflecting continued weak world markets for this metal.

* * *

M. J. MADDEN; O'Brien & Williams (Montreal)

It is difficult to visualize how interest rates can continue to rise for an extended period of time without having an adverse effect on our economy.

Although it is true that West Germany's amazing postwar recovery was accomplished under an iheterest rate structure that was substantially higher than the present level in Canada, the growth of the North American economy has been much more dependent upon the use of borrowed capital.

Of eourse, our federal, provincial and municipal governments cannot cut equity financing. Moreover, it should not be overlooked that such industries in the private sector of the economy, such as construction, electric, gas and telephone utilities and installment financing are extremely dependent on borrowed capital.

Since 1932 the cost of living in Canada has more than doubled and during almost all this period interest rates were historically low.

Under these conditions the buyers of bonds and mortgages fared very badly and it is only natural that pension funds and the investing public have increased their purchases of common stocks at the expense of bonds and mortgages.

In fact, the great shift of capital into stocks that historically had been invested in bonds is probably the major reason for the strength in our stock market. Fear of inflation has greatly influenced people's thinking.

At this juncture we do not feel that the decline in the bond market can yet be considered in terms of a crisis.

However, in order to ascertain what proportion of funds should be invested in stocks one should watch closely not only the bond market but what measures Ottawa is willing to take to combat inflationary trends in our economy.

If the bond market experiences a further sharp decline and the Dominion Government takes a really firm stand against inflation we feel that investors should seriously consider taking profits on some of their common shares and reinvesting the proceeds in bonds and preferred stocks.

* * *

P. M. RICHARDS; J. R. Timmins Co. (Toronto)

The big factors in the market's continuing strength are the pronounced upturn in U. S. business activity and earnings, and the widespread conviction that the long-term trend is inflationary. A lessening of tension about Berlin is also making for confidence.

U. S. investors are more conscious than Canadians that business and earnings are improving, helped by the greater issuance of quarterly reports across the border.

Besides current news stories about rising industrial output and personal income and steel production, they see evidence of significant earnings gains in the final 1958 quarter and responsible analysts now suggesting that earnings on the D-J Industrials may be $9.50-$10 for the first 1959 quarter and still better in the second.

This would make the price-earnings ratio around 15 times, a not unreasonable level. Contributing to bullishness have been the rosy predictions made in some year-end reports.

This sort of optimism is, of course, characteristic of the final stages of the bull market. But actually **there are no present serious indications of market weakness and, though a correction would seem to be overdue, the strong underlying demand for securities suggests that such a dip would be moderate.**

Business recovery has been advancing more slowly in Canada than across the border but may do better from now on.

Unless the foreign situation deteriorates sharply, the market may be expected to mark time temporarily pending confirmation of the improvement in business earnings.

* * *

W. R. TAPRELL; Carlile & McCarthy (Calgary)

The one segment of the market which has failed to respond to the bullish enthusiasm generated in other classes of common stocks is the oil and natural gas industry, with the consequence that these stocks can be considered attractive at the present time.

This industry has found itself in a political situation, not only inside the boundaries of Canada, but outside as well.

The recommendations of the Borden Commission hurt the market but the general opinion is that they will not be completely implemented. U. S. mandatory import controls are not going to last forever and their rate of oil consumption is greater than their rate of discovery.

There is a fair chance of western oil eventually moving to Montreal. Certainly our gas is going to be exported — and it is also going to move in increasing volume to Eastern Canada.

New oil and new gas is being found almost daily in the West.

Companies are building up their reserves and it is a little difficult to see how one can pick up a better inflation hedge than oil and uncommitted natural gas in the ground.

If the government would quit meddling in the industry the country would be a lot better off.

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HOW A FRIEND'S ADVICE GOT ME $12,000

By a Wall Street Journal Subscriber

One day I went to see a banker friend about a loan. He asked a lot of questions about my job.

"Do they pay you weekly?" he asked.

"Very weakly!" I replied, trying to smile.

Well, I didn't get the loan, but I got some advice. Among other things, he told me to read The Wall Street Journal. He said that it should help me get ahead in my job.

That was two years ago. I've been following his advice ever since. I earned the money I needed, instead of borrowing. Last year my income was $12,000.

The other day I dropped in to see my friend at the bank. This time he was ready to give me a loan. "I don't need it," I said. "I just wanted to thank you for your advice, and open an account."

* * *

That is the wonderful thing about The Wall Street Journal. A few minutes' daily reading of that amazing newspaper has put thousands of men on the road to increased earnings. The Journal helps salaried men making $7,500 to $25,000 a year. It is valuable to small business men. It can be of priceless benefit to ambitious young men who want to win advancement.

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CFP 3-28

Short Position Lower at Mtl.

MONTREAL (Staff) — Short position on the Montreal Stock Exchange March 15, 1959, was 14,950 shares in 22 issues, down 2,786 shares but unchanged as to issues from the position Feb. 28.

Among significant changes:

Aluminium	—100	Dom Tar	—1,100
Bell Tel	—400	Imp Oil	—116
B C Forest	+100	A V Roe	—300
CIL	—100	Simpsons	+100
CPR	—100	Tr Can Pipe	—1,130

Short position on the Canadian Stock Exchange March 15, 1959, was 83,570 shares in 26 issues, down 12,850 shares but unchanged as to issues from the position Feb. 28.

Among significant changes:

Bateman	+1,200	New Hosco	—1,300
Bellechasse	—1,000	N Mylaque	—2,100
Cent Del Rio	+400	N W Amulit	—1,000
C Denison	+100	Opmisca Ex	+1,500
C Paper	—100	St Law R	—2,400
Merrill Island	+300	St Maur Gas	—4,600

Here is the actual short position on the Montreal Stock Exchange March 15:

Issue	Shares	Issue	Shares
Abitibi	1,975	Fraser	200
Algoma	200	Great Lakes	500
Aluminium	3,400	Home A	600
Bell	200	Int Nickel	1,275
B C Forest	800	Lower St Law	100
Can Cement	400	Massey	400
Cdn Br Alum	150	Roe A V	200
Cdn Bronze	100	Simpsons	100
Cdn Industries	100	Texaco	200
CPR	200	Tr Can Pipe	2,700
Dom Tar	950	Triad	200

Here is the actual short position on the Canadian Stock Exchange March 15:

Issue	Shares	Issue	Shares
Arcan	100	N Mylaque	26,600
Barnat	2,000	N Pacific	500
Bateman	6,200	N W Amulet	3,000
Bonnyville	500	Northspan	2,000
Campbell Ch	2,800	Opemisca Ex	12,500
Cdn Marconi	500	Opemiska Cop	1,000
Cent Del Rio	3,200	Orchan	4,000
C Denison	100	St Law R	1,900
C Paper	1,950	St Maur Gas	2,900
Ford A	170	Trans Mtn	5,600
Merrill Island	1,000	Union Gas	1,000
Minn & Ont P	150	Ventures	200
New Hosco	3,500	Wright Harg	200

Short Position Down on TSE

Short positions on the Toronto Stock Exchange were down to 1,243,663 shares of 227 issues on March 19, compared with 1,337,256 shares of 226 issues on Feb. 27.

Among the changes were:

Stock	Shares	Stock	Shares
All. Rox.	—130,000	Kirk Min	+9,000
Base Met.	—1,700	Maritimes	+7,000
Bell Phone	—1,540	Mt. Wright	—15,000
Do. Rts	+11,200	N Mylam	—96,575
Beth. Copp.	—5,100	Ont. Jock.	+15,039
Boymar	—7,000	Roc. A. V.	+1,125
Can-Erin	+68,300	Steep Rock	—2,075
C Sud Basin	+6,095	Utd. Asb.	—6,000
Lyn	+9,000		

Here are the short positions in detail:

Stock	Shares	Stock	Shares
Abitibi	625	Kilembe	3,500
Advocate	400	Do Wts	18,000
Alberta Gas	100	Kl.land Min	19,000
Algom Ur	5,160	Labrador	350
Algoma Steel	225	L Dufault	2,000
Aluminium	275	Lake Shore	400
Anacon	6,200	Lake Wasa	1,000
Ansil	3,500	Leitch	300
Arcadia	800	Loblaw Co A	50
Arcan	900	Long P Pete	3,000
Area	2,700	Loodo Wts	2,000
Argus	200	Lynx Y K	22,500
Asbestos	200	Macassa	100
Atlas Steel	525	MacDonald	700
Aubelle	3,500	MacLeod Ck	2,000
Bailey S A	1,000	MacMillan B	100
Barnat	25,100	Madsen	100
Base Metals	1,600	Maritimes	11,700
Belcher	400	Massey-Ferg	700
Bell Phone	1,760	Maybrun	1,000
Do Rts	11,200	McIntyre	50
Bethlehem	300	McKenzie	1,000
Bibis	3,500	Merrill Isl	1,000
Bicroft Wts	10,000	Midvay	4,500
Boymar	5,000	Mid W Gas Wts	200
Britalta	1,000	Milliken	11,000
B C Forest	1,200	Moly Wts	200
Brunswick	1,100	Moore	125
Campbell Ch	7,250	Mt Wright	6,000
Campbell RL	100	Multi-Min.	500
Can Cement	200	Nama	1,000
C Breweries	175	New Cont.	1,000
C Curtiss	3,500	New Hosco	29,300
C Dyno	2,000	New Kelore	1,500
C Northwest	2,000	N Mylamaet	280,475
C Oil 53Wts	150	Nickel Rim	1,000
C P R	100	Nipissing	900
C Petrof Pr	500	Noranda	1,300
C West. Oil	900	Norlartic	500
Can-Erin	100,300	Normetals	2,500
Can-Met	7,200	Northgate	1,000
Cent Del Rio	3,500	N Rankin	94,300
Cent Pat	700	N Star 56W	1,625
Chesterville	2,500	Northspan	64,350
Chib Mining	800	Do Wts	5,100
Chimo	500	O Jockey	32,920
Cochenour	2,400	Do Wts	500
Cockshutt	100	Opemiska	1,000
Coldstream	3,500	Pacific Pete	400
Colomac	1,000	Do Wts	100
C Denison	8,800	Pater	500
Do Wts	40,000	Pato	500
C Discovery	500	Pembina	220
C Halliwell	13,000	Petrol	32,500
C Marcus	1,500	Pitch Ore	2,000
C Mic Mac	1,200	Provo Gas	900
C Smelters	1,000	Que Ascot	5,633
C Paper	275	Que Copper	4,000
C Sudbury	12,095	Que Lithium	700
Csumers Gas	175	Radiore	2,000
Copp Clark	100	Rayrock	1,000
Coppercorp	2,200	Rexspar	500
Copp Rand	4,700	Rio Rupununi	9,070
Cowichan	300	Rocky Pete	500
Dearing	1,500	Roe, A V	2,800
D'Aragon	6,000	Royalite	300
Dome Pete	100	St Maurice	2,500
D Ele'home Wts	25	Salada New	1,375
D Foudries	575	Do Old	400
Dom Stores	50	Do Wts	130
Dom Tar	600	Sapphire	3,400
Du Pont	75	Scurry	1,400
Duvan	500	Shawinigan	990
Duvex	4,500	Sherritt	1,800
E Malartic	600	Silver Miller	5,500
E Sullivan	400	Simpsons	100
Elder	11,600	South Union	2,000
Eureka	1,000	Stanrock	7,800
Fconbridge	400	Steel Co	9,900
Faraday Wts	3,200	Steep Rock	30
Fargo	1,100	Super Prop	9,975
Ford A	125	Do Wts	100
Gaspe	200	Taurcanis	200
Geco	1,100	Temagami	1,000
Gen Develop	900	Tex Calg	1,200
Gen Motors	170	Thompson L	1,500
Giant Y K	200	Tidal	1,000
Granduc	3,000	Toronto I A	2,350
G Lakes Pap	800	Trad Fin A	100
Gr Wpg Gas	5,400	Trans Can PL	375
Gunnar	3,700	Trans Mount	725
Do Wts	4,340	Triad	3,530
Gwillim	2,500	Tribag	500
Hasaga	3,000	Trinity Ch	1,000
Hd of Lakes	1,000	Union Gas	1,640
Hees	100	Unit Asbest	100
Hollinger	700	Un New Fort	29,800
Home Oil A	1,025	Un Telefilms	4,000
Hud B Mng	950	Un Oils	500
Imp Oil	1,300	Upper Can	4,000
Ind Acc	700	Ventures	15,000
Int Nickel	2,175	Walkers	400
Int Paper	50	Weston A	1,000
Int Ranwick	13,000	Do B	.25
Int'prov PL	350	Willroy	100
Irish Copp	8,900	Do Wts	10,400
Iron Bay	1,100	Yale	500
Jacobus	5,600	Y K Bear	1,000
Joburke	1,000	Yukon Cons	300
Jowsey	1,000	Zenmac	1,000
Kelly D A	200	TOTAL	500
Kerr Add	1,700		1,243,663

Commodities

	Latest week	Previous week	Same week last yr.
Cattle	$23.94	$23.82	$22.00
Hogs	24.00	24.00	29.00
Copper, lb.	.31½	.31½	.23
Coffee, lb.	.45	.45	.54
Sugar, raw, lb.	.0530	.0535	.0550
Hides	.26	.23	.14½

Weekly Commodity Indices

Dow Jones Fut.	147.66	147.46	155.38
U. S. Labor*	119.4	•119.3	119.6

Monthly Price Indices

	Latest month	Previous month	Same month last yr.
Canada (D.B.S.):			
Retail C.P.I.* (Feb.)	125.7	126.1	123.7
W'sale (Jan.)	229.7	229.1	226.9
C. F'm Pr.* (Jan.)	217.7	217.6	208.4
U. S. W'sale (Dec.)	119.2	119.2	118.5
Gt. Br. W'sale♦ (Nov.)	112.3	112.5	112.7

Base of price quotations is as follows: Cattle-Steers, good up to 1,000 lb., to price Toronto. Copper-electrotypes, New York. Coffee No. 4 Santos. Spot Raw Sugar 96 degrees centrifugal c.i.f.

*Base years 1947-49=100.
♦Base years 1924-26=100.
♦Base year 1954=100.
•Revised.

Record of Financing

Dominion Governments, Offerings of Corporations and Securities.

DOMINION

Government of Canada Treasury Bills — Due June 12, 1959, $115,000,000. Issued March 13, 1959. Sold at $99.00 to yield 4.05%.

PROVINCIAL

Village of Creston, B.C. (Guar. by Prov. of B. C.) — 4¾% debentures, due March 1, 1960-79, $90,000. Issued March 9, 1959. Sold at $95.532 to Wood, Gundy & Co. Ltd. and Royal Bank of Canada.

City of Penticton, B.C. (Guar. by Prov. of B. C.) — 5% debentures, due Nov. 1, 1959-83, $200,000. Issued March 9, 1959. Sold at $97.541 to McLeod, Young, Weir & Co. Ltd. and Bank of Montreal.

City of Penticton, B.C. (Guar. by Prov. of B. C.) — 5% debentures, due Nov. 1, 1959-83, $78,000. Issued March 9, 1959. Sold at $97.159 to A. D. Lauder & Co. Ltd.

MUNICIPAL

Village of Brownsburg, Que. — 5% debentures, due March 1, 1960-74, $35,500. Issued March 2, 1959. Sold at $97.61 to Savard & Hart Ltc.

Town of Repentigny, Que. — 5% and 5½% debentures, due March 1, 1960-64-69, $770,000. Issued March 3, 1959. Sold at $93.27 to Banque Provinciale du Canada, Credit-Quebec, Inc., Belanger Inc., Florido Matteau & Fils and J. F. Simard & Cie, Ltee.

Village of Thurso, Que. — 5¼% debentures, due March 1, 1960-74, $62,500. Issued March 2, 1959. Sold at $94.10 to J. F. Simard & Cie, Ltee.

School Commission of Mun. of Bostonnais, Que. — 5% debentures, due Jan. 2, 1960-69, $22,000. Issued March 3, 1959. Sold at $98.40 to La Corporation de Prets de Quebec.

Village of Henryville, Que. — 5% debentures, due Mar. 1, 1960-69, $110,000. Issued March 4, 1959. Sold at $96.01 to Credit Interprovincial Ltee.

School Commission for Mun. of Lavaldes-Rapides, Que. — 5% and 5¼% debentures, due Feb. 1, 1960-64-69, $340,000. Issued March 4, 1959. Sold at $97.27 to Banque Provinciale du Canada, Credit Anglo-Fraincais, Ltee, Durocher, Rodrigue & Cie, Ltee and Florido Matteau & Fils.

School Commission for Mun. of Fort-Coulonge, Que. — 5% and 5½% debentures, due Jan. 1, 1960-64-79, $240,000. Issued March 5, 1959. Sold at $97.17 to J. F. Simard & Cie.

City of Cornwall, Ont. — 5¼% debentures, due Dec. 1, 1959-68, $69,578. Issued March 9, 1959. Sold at $99.07 to Dominion Securities Corpn. and Canadian Bank of Commerce.

Protestant School Commission for Mun. of Baie d'Urfé-Senneville, Que. — 5% and 5½% debentures, due Feb. 1, 1960-64-79, $560,000. Issued March 9, 1959. Sold at $96.71 to A. E. Ames & Co. Ltd., Bank of Montreal and Dawson, Hannaford Ltd.

Parish of Orsainville, Que. — 5% and 5½% debentures, due Apr. 1, 1960-64-74, $290,000. Issued March 9, 1959. Sold at $95.52 to J. E. Laflamme, Ltee, La Corporation de Prets de Quebec, Grenier, Ruel & Cie, Inc., Garneau, Boulanger, Ltee and Oscar Dube & Cie, Inc.

School Commission for Mun. of Ste. Barde, Que. — 5% debentures, due Jan. 2, 1960-69, $22,000. Issued March 9, 1959. Sold at $97.111 to Durocher, Rodrigue & Cie, Ltee.

City of Fort William, Ont. — 5½% debentures, due Apr. 16, 1960-79, $1,182,000. Issued March 9, 1959. Bought privately by Bell, Gouinlock & Co. Ltd.

City of Sudbury, Ont. — 5½% debentures, due May 1, 1969-79, $1,278,000. Issued March 3, 1959. Bought privately by Bell, Gouinlock & Co. Ltd.

CORPORATE

Industrial Acceptance Corporation Ltd. — 5¾% secured notes series "T," due April 1, 1979, $6,000,000. Issued Feb. 28, 1959. Bought privately by Greenshields & Co. Inc. and Wood, Gundy & Co. Ltd.

Les Chantiers Gagnon, Ltee — 6½% serial and sinking fund first mortgage bonds, due Feb. 1, 1960-69, $500,000. Issued Feb. 28, 1959. Offered at $100.00 by La Maison Bienvenu Ltee.

PREFERRED

Hardee Farms International Limited — 6½% first preferred shares, series "A," par value $100.00 per share, $800,000. Sold privately by Dominion Securities Corpn. Ltd.

COMMON

Algoma Steel Corporation, Limited — 246,800 (without par value). Offered by Wood, Gundy & Co. Ltd., Greenshields & Co. Inc., McLeod, Young, Weir & Co. Ltd., W. C. Pitfield & Co. Ltd., Nesbitt, Thompson & Co. Ltd., Dominion Securities Corp. Ltd., James Richardson & Sons, Harris & Partners Ltd., Midland Securities Corpn. Ltd., Burns Bros. & Denton Ltd., Cochran, Murray & Co. Ltd., Roos, Knowles & Co. Ltd. and Wills, Bickle & Co. Ltd.

M. Loeb, Ltd. — 240,000 shares (without par value). Offered at $6.50 per share by W. C. Pitfield & Co. Ltd.

Hardee Farms International Ltd.—80,000 common shares (without nominal or par value). Sold privately by Dominion Securities Corpn. Ltd.

Unlisted Stocks

(Compiled by Intercity Securities Corporation Limited, Toronto)
March 23, 1959

	Bid	Asked
Anglo Can. Tel. A	40.50	41.50
Brinco	3.75	4.25
Brinton Peterboro. Carpet	36.00	39.00
British America Assce.	108.00	113.00
British Mtge. & Trust	237.00	....
Can. Admiral Corp.	....	16.00
Can. Canners B	10.25	13.00
Can. Corp. Management	6.75	7.50
Can. Crushed Stone 6% pfd.	97.00	101.00
Can. & Foreign Securities.	10.00	....
Can. General Insurance	....	625.00
Cawthra Apts.	51.00	....
Commercial Finance	53.00	....
Commercial Life 30% pd.	32.00	....
Concourse Bldg. V T.	100.00	....
Copp Clark 6% pfd.	90.00	....
Crown Life Insurance	152.00	155.00
Debenture & Secs., 5% pfd.	78.00	....
Dom. Can. Gen. Insurance	68.00	74.00
Dom. Electrohome Rights	2.00	2.40
Dom. Linseed Oil, units	3.50	....
Dover Industries	7.50	....
Do. 6% pfd.	9.35	9.75
Eastern Trust Company	25.00	....
Essex Packers, com.	2.00	....
Do. pfd.	30.00	....
Excelsior Life	153.00	....
Goderich Elevator	23.00	24.00
Granite Club	14.00	14.75
Gt. Brit. & Can. Inv. com.	20.50	22.00
Do. pfd.	92.00	97.00
Great West Life	280.00	295.00
Guar. N. Amer. fully pd.	325.00	....
Do. 20% paid	70.00	....
Halifax Insurance	18.00	....
Halton & Peel Trust	12.00	12.50
Hart Battery ('57), units	3.50	....
Hees, George H. $6.00 pfd.	39.00	....
Highland Dairy, 5% pfd.	....	40.00
Industrial Life	65.00	....
Industrial Mtge. & Trust	79.00	85.00
Ingersoll Machine 5% pfd.	85.00	....
Ingersoll Machine & Tool, B	5.25	5.75
Jenkins Bros.	66.00	....
Lambton Loan Sarnia	80.00	....
London Can. Inv. $3 pfd.	43.00	46.00
Do. A	38.00	41.00
London Life Insurance	185.00	190.00
Lord Simcoe Hotel A	1.40	....
McCarthy Milling A	2.60	....
Manufacturers Life (P)	252.00	258.00
Do. (UP)	250.00	255.00
Maritime Life	120.00	....
Maxwell 5% pfd	78.00	82.00
Meadowvale Development	4.05	....
Monarch Life New	50.00	....
Mutual Finance Corp., pfd.	75	....
National Life, 100% paid	500.00	....
Park Lawn Cemetery	2.25	2.50
Pembroke Electric Light	80.00	....
Phillips Electrical	7.00	7.50
Prairie Royalty Trusts	1.50	....
Prudential Trust	21.00	....
Scott Misener Steamships	14.00	16.00
Sincennes McNaughton Line	6.25	....
S.K.D. Mfg. 6% pfd	6.75	....
Sovereign Life 25% paid	210.00	220.00
Standard Fuel pfd	34.00	37.00
Steelman Gas	6.75	7.25
Teleflex Limited new	20.00	....
Thorncliffe Park	11.25	12.25
Tor. & London Invests.	2.40	2.80
Toronto Medical Arts Bldg.	70.00	....
Trans-Canada Freezers	2.85	....
Transportation Bldg. Mont.	9.00	....
Triarch Corp.	112.00	115.00
Universal Cooler, 5% A pfd.	....	72.00
Do. B pfd.	....	6.00
Waterloo Mfg.	9.50	....
Waterloo Trust	38.00	....
Westcoast Transmission	17.75	18.25
Western Assurance	80.00	85.00

P—pledged for sale to company.
UP—unpledged free shares.

By Kippen & Company Inc., Montreal

Consolidated Theatres A	6.00	8.00
Do B	2.50	4.00
Cuban Canadian Sugar	2.00	....
Dupuis Freres pfd.	19.00	21.00
Guar. Co. of N. America	340.00	360.00
Great Britain & Canada	21.00	24.00
Hart Battery units	2.00	4.00
Hudson's Bay Co. (new)	26.00	26.75
London Canadian "A"	37.00	....
Maritime Tel. & Tel.	17.00	17.75
Mtl. City & Dist. Svgs. Bk.	56.00	58.00
New Brunswick Tel.	12.00	12.75
N. S. Light & Power	14.00	14.75
Ont. & Que. R. 5% cap. Stk.	104.00	....
Prudential Trust Co.	18.00	....
Westcoast Transmission	17.75	18.75

Municipal Bonds

March 24, 1959

	%	Due	Bid	Ask	%
Calgary	3½	'69	84	86	5.32
Edmonton	3½	'69	84	86	5.32
Halifax	3½	'66	87	88½	5.50
Hamilton	3	'67	84	86	5.15
Metro. Tor.	3	'77	94½	96½	5.30
Metro. Tor.	4¾	'78	91½	93½	5.30
Montreal	5¼	'78	94	96	5.60
Moose Jaw	3½	'60	95½	96¾	5.50
Ottawa	3¼	'68	84¾	86¾	5.10
Regina	3	'64	87¼	89¼	5.50
Saint John	3½	'65	88	89½	5.60
Toronto	3	'68	83	85	5.10
Vancouver	3¼	'69	84¾	86¾	5.50
Victoria	3¼	'68	85¾	87¾	5.50
Windsor	3½	'75	75¼	77¼	5.60
Winnipeg	3	'69	81½	83½	5.15

Corporation Bonds

(Supplied by Investment Dealers' Association of Canada)
Mar. 24, 1959

Public Utility Issues:	Int. Rate %	Due	Bid	Ask.	Prev. Week Bid
Alg. Cent. H.B.R.	5¼	'59	99	102	99
Bell Telephone	5	'72	98	101	98¼
Bowater Pr. Co.	3¼	'80	83	86	83
Brazilian Traction L. & P.	4½	'70	79	84	79
B. C. Electric	5¼	'88	92	95	92
Do.	5¼	'77	98	101	98¼
B. C. Telephone	5	'82	93	96	94
Calgary Pwr.	3½	'72	85	...	85
Consumers' Gas	5	'78	96	99	97
Gatineau Pr. D	3½	'70	85	88	85
Gt. Lakes Pr.	5¼	'77	100	102	100
Maclaren-Quebec Power	3	'69	86	89	86
Mexican L. & P.	5	'75	83	86	83
Nat. Lt. & Pr.	4½	'61	98	101	98
North. Que. Pr.	4½	'67	91	94	91
Power Corp.	5¼	'77	99	101	99
Que. Nat. Gas	5¼	'85	92½	95	92½
St. Maurice Pr.	3¼	'70	85	88	85
Shaw. W. & Pr.	4½	'76	93	97	94½
Tr. Can. P. L.	5.85	'87	93	96	93½
W'coast T. Deb.	5¼	'88	79	82	81
Industrial Issues:					
Abitibi Pr. P.	6½	'77	105	108	105
Do.	4	'74	90	92	90
Acadia-Atlantic Sugar	4	'74	85	88	87
Alum. of Can.	4½	'73	92	94	92
Bathurst P. & P.	5¼	'73	96	...	95½
Bicroft Uranium	5	'62	95	98	95
Can. Bread	4½	'67	89	...	89
Can. Cement	5¼	'76	98	101	99
Can. Steamship	4	'66	93	96	93
Cdn. Brew.	4½	'81	90	93	90
Cdn. Canners	3½	'70	86	89	86
Cdn. Celanese	3	'62	92	95	92
Cdn. Chem. Co.	5¼	'71	88	92	89
Cdn. Industries (1954) Ltd.	3½	'74	86	88	86½
Cdn. Dyno	6	'63	85	88	87
Cdn. Oil	4	'76	86	88	86
CPR	3½	'72	86	89	86
Can-Met	5¼	'63	77	79	79
Cockshutt F. Eq.	4½	'65	90	94	90
Cons. Denison	5	'62	98	100	98
Dom. Fdries. & S.	4½	'69	94	96	94
Dom. Stores	5¼	'76	100	103	100
Dryden Paper	4½	'74	89	93	89
T. Eaton Acc.	4½	'74	93	96	94
T. Eaton Realty	5¼	'76	98	100	99
E. B. Eddy	4	'74	81	84	82
Elk Falls Co.	5	'75	90	93	90
Gen. Mot. Acc.	4½	'69	95	97	95
Gt. Lakes Pap.	5	'76	94	97	94
Gunnar Mines	5	'60	99	102	98
Hud. Bay O.&G.	4	'75	84½	86	85½
Husky Oil	5	'69	89	92	90
Imp. Tobacco	3	'70	85	87	85
Imp. Oil	3	'69	85	88	85
Ind. Accept.	6	'77	102	105	102
Loblaw Groc.	6	'77	102	104	102
Lorado Uranium	6	'62	65	70	69
Maple L. M.	3½	'63	95	...	95
Massey-Ferg.	4½	'76	89	92	89
North Cdn. Oil	5	'75	80	84	80
Northspan	5½	'63	79½	82	80
Ont. Jockey Cl.	5¼	'62	87	90	86
Phillips Elec.	5	'73	90	93	89
Price Bros.	3½	'66	90	93	90
Pronto Uranium	5	'60	99	102	99
Regent Refining	4½	'75	85	91	89
St. Law Corp.	5	'72	94	97	95
Salada-Sh.-H.	6	'77	102	106	102
Simpsons Ltd.	4½	'73	94	97	95
Simpsons-Sears	4½	'79	92	96	93
Steel of Can.	2½	'67	85	88	86
Traders Fin.	4½	'71	91	94	92
Union Accept.	5½	'68	94	98	94
Un. Grain Gr.	3½	'70	83	85	84
Weston, Geo.	4½	'71	93½	96	94½
CONVERTIBLE ISSUES					
Abitibi P. & P.	4½	'66	102	105	105
Atlas Steels	5	'67	113	...	117
Braz. Trac. L&P	4½	'71	72	77	72
CPR	3½	'68	87	89	89
Do.	4	'69	99	102	100
Cockshutt F. Eq.	5	'68	94	96	94
Home Oil	5½	'71	118	123	118
Shaw. W. & P.	5½	'72	121	124	120
Westcoast T.	5½	'88	90½	94	92½
Loblaw Groc.	4½	'76	167	170	172
Phillips Elect.	5½	'70	94	97	93
Silverwood Dair.	5½	'72	106	...

DIVIDEND NOTICES DIVIDEND NOTICES

dividend notice

Notice is hereby given that a Dividend at the rate of Forty Cents per fully paid share in the Capital Stock of the Bank has been declared for the quarter ending April 30th, 1959, payable at the Head Office and Branches of the Bank on and after May 1st, 1959 to shareholders of record at the close of business on March 31st, 1959.

Subscribers to new shares are reminded that they will rank, for the purposes of this Dividend, in the proportion that the amount paid on such new shares on or before March 31st, 1959 bears to the subscription price of $34.00.

By Order of the Board
Toronto, Ontario,
February 26, 1959

A. T. LAMBERT,
General Manager

THE TORONTO-DOMINION BANK
THE BANK THAT LOOKS AHEAD

THE CANADIAN BANK OF COMMERCE

Dividend No. 289

NOTICE is hereby given that a dividend at the rate of forty cents per fully-paid share on the outstanding Capital Stock of this Bank has been declared for the quarter ending April 30, 1959, payable at the Bank and its branches on May 1, 1959, to shareholders of record at the close of business on March 31, 1959.

Subscribers to new shares are reminded that they will rank for this dividend only in the proportion that the amount paid upon such new shares at the record date of March 31, 1959, bears to the subscription price of $32.

By Order of the Board
J. P. R. Wadsworth,
General Manager

Toronto, March 13, 1959

THE BANK OF NOVA SCOTIA

Dividend No. 358

Notice is hereby given that a Dividend at the rate of 55c per share on the Paid-up Capital Stock of this Bank has been declared for the quarter ending April 30, 1959, to shareholders of record at the close of business on March 31, 1959; that the same be payable on and after Friday, the 1st day of May, 1959, at any of the offices of the Bank in Canada; and that new shares subscribed for under the offer of December 12, 1958, rank, for the purpose of this Dividend, in the proportion that the amount paid on such shares on or before March 31, 1959, bears to the subscription price of $40.00.

By Order of the Board,
J. DOUGLAS GIBSON,
General Manager.

Halifax, N.S.
17th March, 1959.

92nd CONSECUTIVE DIVIDEND

A quarterly dividend of 8c per share, payable April 21, 1959, to shareholders of record March 20, 1959, has been declared by the directors of Corporate Investors Limited

A new "Brief Description" has been prepared outlining the features of this Canadian Mutual Fund.

Ask your Dealer or Broker for details.

corporate INVESTORS
A MUTUAL FUND — FOR FAMILY PROTECTION
HEAD OFFICE: 1106 C.P.R. BUILDING - TORONTO - CANADA

ZELLER'S LIMITED

DIVIDEND NOTICE

Notice is hereby given that the following dividends have been declared on the outstanding capital stock of the Company for the quarter ending April 30, 1959, payable May 1, 1959, to Shareholders of record on April 1, 1959.

4½% PREFERRED SHARES

The regular quarterly dividend of fifty-six and one-quarter cents (56¼c) per share on the 4½% Cumulative Redeemable Preferred Shares.

COMMON SHARES

Thirty cents (30c) per share on the Common No Par Value Shares.

By Order of the Board,
EDMUND G. COLLARD,
Secretary.

MONTREAL
March 19, 1959.

ATLAS STEELS LIMITED

Notice is hereby given that a dividend of twenty-five cents (25c) per share on the Common No-Par Shares of the Company has been declared and the same will be payable on the first day of May, 1959, to Shareholders of Record at the close of business on the second day of April, 1959.

By Order of the Board.
A. G. HOWEY,
Secretary.

Dated at Crowland, Ontario,
March 16, 1959.

Commonwealth International Corporation Limited

Dividend No. 101

Notice is hereby given that a dividend of SIX CENTS per share has been declared on the outstanding Common Shares of the Capital Stock of the Company, payable on 15th APRIL, 1959, to shareholders of record at the close of business on 31st MARCH, 1959.

Holders of Bearer Share Warrants may present Coupon No. 101 for payment to any branch in Canada of the Royal Bank of Canada, on and after 15th APRIL, 1959.

By order of the Board.
R. C. McAuley
Secretary-Treasurer.

Montreal, 17th MARCH, 1959.

HIGHLAND-BELL LIMITED

DIVIDEND NO. 43

NOTICE is hereby given that an Interim Dividend of five cents per share has been declared on the outstanding Common stock of Highland-Bell Limited, payable in Canadian funds on April 15th, 1959, to shareholders of record at the close of business on March 31st, 1959.

By Order of the Board,
J. D. MUNROE,
Secretary-Treasurer.

Vancouver, B.C.,
March 18th, 1959.

CANADIAN MARCONI COMPANY

Notice of Annual General Meeting of Shareholders

The Annual General Meeting of the Shareholders of Canadian Marconi Company will be held at the Head Office of the Company, Marconi Building, 2442 Trenton Avenue, Montreal 16, on Friday, the tenth day of April, 1959, at 11.00 o'clock a.m., to receive the report of the Directors and Auditors; to elect Directors for the ensuing year; to appoint Auditors, and for the transaction of such other business as may properly come before the Meeting.

By Order of the Board,
WILLIAM HOPKINS,
Secretary.

Montreal, Quebec, Jan. 30, 1959
Marconi Building,
2442 Trenton Avenue.

AMERICAN NEPHELINE LIMITED

DIVIDEND NO. 12

NOTICE IS HEREBY GIVEN that a Dividend of Two Cents (2c) per share has been declared by the Directors of American Nepheline Limited, payable in Canadian funds on May 1, 1959, to shareholders of record April 1, 1959.

By Order of the Board,
D. D. ANDERSON,
Secretary.

March 16, 1959.

INLAND NATURAL GAS CO. LTD.

PREFERRED DIVIDEND NO. 10

NOTICE is hereby given that the Board of Directors of the Company has declared a dividend of Twenty-Five Cents (25c) per share on the 5% Cumulative Redeemable Preference Shares of the Company for the three months' period ending April 15th, 1959, payable April 15th, 1959, to Shareholders of Record at the close of business on Tuesday, March 31st, 1959.

By Order of the Board,
E. B. BULL,
Secretary.

Vancouver, B.C.,
March 10th, 1959.

McCABE GRAIN COMPANY LIMITED

DIVIDEND NOTICE

Notice is hereby given that a dividend of 25c per share on the common shares of the company has been declared payable May 1, 1959, to shareholders of record April 15, 1959.

By Order of the Board.
W. S. NEAL,
Secretary.

Dated March 13, 1959.

DIVIDEND NOTICES

Burns & CO. LIMITED

NOTICE OF DIVIDEND

The second quarterly dividend of 15c a share on the outstanding common shares of the Company will be paid April 29, 1959, to shareholders of record as of the close of business April 9, 1959.

BURNS & CO. LIMITED,
G. A. Knechtel,
Treasurer.

QUEBEC POWER COMPANY

Dividend No. 138

NOTICE IS HEREBY GIVEN that a dividend of forty cents (40c) per share has been declared on the no par value common shares of the Company for the quarter ending March 31, 1959, payable May 25, 1959, to shareholders of record April 15, 1959.

By Order of the Board.
R. R. MERIFIELD,
Secretary.

Montreal, March 18, 1959.

INTERPROVINCIAL PIPE LINE COMPANY

Notice to Shareholders

DIVIDEND No. 16

NOTICE is hereby given that a quarterly dividend of fifty cents per share in Canadian funds has been declared on the outstanding capital stock of Interprovincial Pipe Line Company, payable on June 1, 1959 to Shareholders of record at the close of business on May 8, 1959.

By Order of the Board,
W. A. HARE,
Secretary.

Toronto,
March 20, 1959.

NOTICE

WESTBURNE OIL COMPANY LIMITED

Notice of Annual General Meeting of Shareholders

Calgary, Alta., March 13, 1959
To the Shareholders of Westburne Oil Company Limited:

NOTICE IS HEREBY GIVEN that the Annual General Meeting of WESTBURNE OIL COMPANY LIMITED will be held at 550 Sherbrooke Street West, Room 990, in the City of Montreal, in the Province of Quebec, on Monday the twentieth (20) day of April 1959, at 12 o'clock noon for the purpose of receiving the Report of the Directors and the consolidated Balance Sheet and consolidated Financial Statements for the fiscal period ended December 31, 1958, electing Directors and appointing Auditors for the ensuing year, and transacting such other business as may properly come before the Meeting.

By decision of the Board of Directors, only shareholders of record or Bearers of Share Warrants on April 9, 1959, will be entitled to attend and vote at the Meeting.

Holders of share warrants are advised that in order to attend and vote at the meeting, they must deposit their share warrants on or before April 9, 1959, at the following places:

The Registered Office of the Company, 436 Lougheed Building, Calgary, (Alberta) or
The Office of Montreal Trust Company in Calgary (Alberta), or Montreal, (P.Q.), or Toronto, (Ontario); or
The Office of L. G. Beaubien Co., 221 West, Notre Dame Street, Montreal, P.Q.

and receive a certificate which must be produced at the meeting, or if representation by proxy is desired, such certificate must be deposited with the proxy form at the Registered Office of the Company or at its Executive Office, 550 Sherbrooke Street West, Room 990, Montreal, (Quebec), before noon, April 18, 1959. Certificates deposited with proxy forms will be returned by registered mail immediately following the meeting or any adjournment thereof.

Return of share warrants deposited as above will be made after the meeting or adjournment thereof upon delivery of the certificate to the office which issued same.

By Order of the Board.
L. CORNEZ,
Secretary.

INLAND CEMENT COMPANY LIMITED

NOTICE

NOTICE IS HEREBY GIVEN that the Annual Meeting of Shareholders of Inland Cement Company Limited will be held at the Company's Head Office, Edmonton, Alberta, on Tuesday 14 April, 1959 at 2:30 o'clock in the afternoon, Mountain Standard Time, for the purpose of:

(a) receiving and, if thought fit, approving the Balance Sheet of the Company as at December 31, 1958, the Statements of Earnings and Retained Earnings for the fiscal period ended on that date, the auditors' report and the directors' report, all as contained in the Company's Annual Report;
(b) electing directors;
(c) appointing auditors and fixing, or authorizing the board of directors of the Company to fix their remuneration; and
(d) transacting such other business, if any, as may properly be brought before the meeting.

Subject to the provisions of the by-laws of the Company—

(i) Registered shareholders may attend and vote at the meeting in person or by proxy and, in the case of corporations, either by proxy or a duly authorized representative; and
(ii) Holders of bearer share warrants may attend and vote at the meeting in person upon presentation thereat of their bearer share warrants, or voting certificates in respect thereof, as hereinafter mentioned, or by proxy pursuant to any such voting certificate.

The Directors of the Company have appointed the following depositary for the purpose of receiving, not later than 48 hours prior to the meeting, deposits of bearer share warrants and of issuing to any depositor a receipt therefor and a voting certificate entitling such depositor to attend and vote at the meeting in person or by proxy, namely:—

MONTREAL TRUST COMPANY
511 Place d'Armes,
Montreal, Quebec
or
15 King Street West,
Toronto, Ontario
or
10185 - 102 Street,
Edmonton, Alberta

Copies of the above-mentioned receipt, voting certificate and form of proxy may be obtained at the Head Office of the Company or at any of the said offices of the depositary. In the case of registered shareholders, a copy of the form of proxy and of the Company's Annual Report will be mailed with a copy of this notice.

Dated at Edmonton, Alberta, this 17th day of March, 1959.

By Order of the Board
INLAND CEMENT COMPANY LIMITED
By Edward Judd.
Secretary-Treasurer.

NOTE: Proxy forms should be signed and returned to the Secretary-Treasurer of the Company at its Head Office, P.O. Box 2555, Edmonton, Alberta, Canada.

Market Bid and Ask Quotations

Montreal & Toronto
Mar. 24, 1959

	Bid	Ask
Abitibi	36¼	38¼
Do p	22½	23¼
Ac-Atl	11¼	12
Do A	20½	20¾
Do p	96	..
xAc Ur	7	7¼
xAcme	20	21
Admi	19¼	19¾
xAdvoc	340	350
Ag-S	15	17
xAgnico	50	52
xAjax	78	80
xAkaitc	46	49
xAlba	9¼	11
xAlta D	215	225
Do vt	245	255
Alt Gas	22¾	22¾
xAP Con	58	60
Algom	16¼	16¾
Do deb	99½	100¼
Alg C	22¼	22¾
Do wts	10¼	10½
Do p	69½	70
Algma	37	37¼
xAll B	36	40
Alumi	28	28¾
Do 1 p	21	21
Do 2 p	51¼	52
xA-Lar	35	38
xA Rare	15	16¼
xAm L	18	19
xA Nep	70	72
xAmur	335	375
xAnac	98	100
xAnalog	7¾	8
Do wts	290	..
xAnch	19	19¼
Ang Am	905	985
Ang-C Tel	..	41½
A Pip p	51¼	52
Ang Hu	12½	13
Ang R	40	43
xAnsl	43	44
Anthes	42¼	44
Do B 1p	99	99¼
xApex	4¾	5
xArcad	18	20
Do w	6	10
xArcan	415	420
xArea	120	125
Argus	39	39¼
Do 240p	86	87
Do 250p	47¼	48
xArjon	13	13¼
xAsama	172	177
Ash A	11¼	13¼
Do B	13¼	13½
Ash T	5¼	5¾
Do A	95	..
xA A w	600	645
Atl A	6¼	..
Do p	15	18¼
Atlas	27½	28
At Yk	9½	11
xAt-Ruf	18	19
xAubel	6¼	7
xAumac	14¼	15
xAumaq	12	13
xAunor	295	297
Aut El	20½	21
Aut F A	7	8
Do B	300	350
xAvilla	6¼	7
xAvy SA	865	885
Do p	22	22¼
Do 5¼	22¼	22½
xBanff	170	175
xBnkno	20	21
xBnkfld	8	8¼
Bk Mtl	58½	59
Bk NS	72½	72¾
Banq Can	57	57½
Barb-E	53¼	..
xBrclna	410	495
xBarnat	161	162
xBary E	66	67
xBasco	62	63
xBase M	21	22
xBaska	16	16¼
xBata	7	7¼
Ba In	6¼	6¾
Bath A	49½	49¾
Do B	30¼	32¼
xB-Duq	25	26
xBeatty	8¼	8¾
xBeav L	17	18
B Lum	27½	27¾
Do A	17½	18
Do pr	25½	27¼
xBelch	99	100
Bell	40¼	40¾
Do rts	100	101
xBellet	160	165
xBthim	167	170
xBevcn	17	18
xBibis	19½	20
xBicrft	90	94
Do w	2	2½
xBidcop	15	16¼
Bilt	7¾	8¼
Do p	14¼	14¾
xBl Bay	11	15
Bl Rib	12¼	..
Do p	50	53
xBonvill	7	7¼
xBordul	8	8¼
xBouzn	60	63
Bowat	6¼	6¾
Do p	44	..
Do 5¼ p	43	43¾
Bowes	18½	..
xBoymr	10½	11
xBrirn	755	780
xBralsa	90	100
Brazil	6¼	6¾
Do p	91¼	95
Br T	23½	24
Do p	47	47¼
Bright	40	42½
Do p	20	..
xBritail	295	299
BA Oil	39¾	40
BCE 4 p	76	..
Do 4¼ p	39¼	40¼
Do 4¼ p	41¾	42
Do 4¾ p	84½	86
Do 5 p	45	45¼
Do 5¼ p	50¼	50¾
BC For	16¼	16¾
BC P A	16	16¾
Do B	16	16¾
BC Pow	38¼	38¾
BC Phone	44	44¼
xBr Reef	53	55
Brown	41	41¼
Bruck A	10	10¼
Do B	300	325
xBrnhrst	7	7¼
xBrnsmn	6¼	7¼
xBrnsk	325	335
xBufal	12	13
Do A	200	203
Do RL	7	7¼
Bld Prd	37	37½
Bull A	7	7
Do B	54	54½
xBunk H	9	10
Burlton	17½	18¼
Burns	13¾	14¼
Burr A	7	7¼
xCable	17	18
xCdmet	27	28
xCalalt	82	83
Cald I p	21	26
Cal Ed	30	30¾
Cal Pow	95	96
Do 5 p	101	102
xCalv C	375	400
xC Chib	890	900
xC Red L	10¼	10¾
Canada		
xC Bd	495	550
Do B	55½	..
C Cem	35¼	35¾
Do p	26¼	27½
CCC St	21	21¾
Do w	270	280
Do Bw	270	280
Gr Pins	15¾	15¾
GW C A	6	6¾
G Wpg C	10	10¼
Do vt	9¾	10
Gr W	78¼	79
xGrning	415	425
xGryhk	10½	11
Greyhnd	12¾	12¾
xGridoil	335	375
Guar T	26	26¾
xGulch	10	11
xGulf L	8¼	9
Gunn	16¾	16¾
Do w	570	575
Gurney	425	495
Do p	18	18¾
xGwllm	8¼	9
Gyp	47½	48¼
Hahn	17	17
Do 1 p	15¼	..
xHallnr	240	300
Do 2 p	8	..
H Cot	18	18
Do p	80	..
H Carp	10	10
xHd Rck	10½	12
xHar-M	16	17
Hartz A	10½	12
xHasaga	21	22
xH of L	18	18¼
xHdway	45	47
xHeath	8	8¼
xHees	9¼	9¾
Hendsh	450	495
Do p	70	74
xHeva	6	6¼
xHigh-B	168	182
H D	..	50
Hi-T	7¼	7½
xHold A	5	6¼
Do B	305	440
Holling	34½	34¾
Holt Ren	10	..
Do 2 p	105	..
Ho O A	18	18½
Do B	17½	18¼
H Smit	44¼	45
Do p	41	41½
xHoyle	500	525
Hud B	59½	60¾
HB O G	18¼	18¾
xH-Pam	17	18
Hu O A	15¼	15¾
Do B	..	14¼
Do p	25	..
xHum O	150	199
Hur Er	53	53¼
Imp B	70	71
I Flo	11¾	13¼
I In A	11¼	11¾
I Inv P	20	20½
Do p	23	24
Imp L	80	83
Imp O	44¼	44¾
I Tob	13¾	13¾
Do p	5¼	6¼
xInd L	7	7¼
I Acc	38¼	38¾
Do 450p	38	93
Do 225p	45	46¼
Do 275p	53	53¾
Do wts	12¾	13
Inger A	7	7¼
xInglis	6	6¼
xIng Bl	6¼	..
Do p	12	13
Inl C p	19	19½
In G	5¾	6
Do p	16	16
Do w	265	285
xInspir	53	56
Int Bro	12	12¾
Do p	24¼	24¾
I Mill p	70	75
I Nickel	90	90½
I Pete	37	38¼
xInt Ran	30¼	31
Intprov	12	12
xIPL Bw	26	50
IPL	53	53½
Inv Syn	31	35
Do A	29¼	29½
xIrish	295	300
xIrn B	240	245
Iroq Gp	12¾	13
Iso Ur	61	64
xJ Wai	12½	13
Jacobus	215	220
Jam Pub	26½	27
Jam PS	103	..
xJaye	41	43
Jeff	11	11¾
xJellico	17	17½
xJburk	20	22
Jons-M	52¾	52¾
xJoliet	29¼	30
xJonsm	22	22½
Jour Ot	17	..
xJows	60	65
xJump P	22	24
xJupit	240	245
KEL DA	9¼	9½
xKel w	520	545
Kelvin	11¼	11¾
xKemyl	9	10
Ker Ad	19½	19¾
xKfil	275	290
Do w	17½	19¼
Do Cw	68	75
xKirk M	66	68
xKirk T	9¼	11
Kroy	60	61
Labatt	27½	27¾
Labdor	28	29½
Lfge A	9	9¾
xL Cin	112	114
xL Duf	120	129
xLkind	270	280
Do D	80½	81
xL Ling	9	10
xL Osu	22	24
xL Shor	310	325
xL Was	29	30
L Wds p	120	140
xLa L	540	545
xLamq	330	340
xLat Am	30	35
L Sec	25	27½
Laur A	14	16¼
L A	20	21
Do B	22¼	..
xLeitch	152	153
xLenc	12	12¾
Lewis Br	10½	11
xLexndn	4¾	5¼
xLLL	211	215
LobGro	146	..
Do 1 p	29	29¾
Lob B p	30½	31
Do 2 p	54	..
LobCo A	38¼	38¾
Do B	38½	39
Do p	46	46¼
LobA w	14¾	15¼
xL Hos	125	400
Do A	5	6
xLorado	37	38
Do w	16	18
xLouvi	9	10
L St Law	32	32¼
Lown	28¼	30
xLyndh	21	22
xLynx	13¼	14¼
xMacas	270	275
xMacdon	40	41
xMacfie	9¼	10
Mackin St	14	15
Do pfd	96	..
Mac L A	23	23
xMacL	117	118
MacM A	42	..
Do B	42	42¼
xMadsn	295	300
xMages	100	105
xMagnt	11	11¼
Magnum	14¾	15
Maher	21	24¼
Mail p	..	85
Mailman	..	20
Do cu p	..	27¾
xMajtrn	4	4¼
xMalart	108	109
xMan U	8¼	9
M Su p	97	..
Man B	100	129
M L G	21	..
M L M	14¼	14¾
Do p	93	96
xMralgo	27	28
xMarcn	10	11
xMargld	15	16
xMari	164	166
xMrtin	25¼	27
Mass-F	14¼	14¾
Do p	116½	122
xMatat	16¼	18
xMaxw	5¼	5¾
xMaybrn	20	21
McB p	12¾	15¼
McC A	34	..
McInt	86	87¼
xMKen	36	38
xMMar	8¼	9
xMWat	29	32
xMedal	275	280
xMent	15	16
xMerc	20	25
xMerril	138	140
Mery p	48¾	49¼
xMeta	10	11
M LP	14¼	14¾
Do p	13¼	14¼
xMidcon	72	75
Mid P	17	..
xMidr	82	83
xMayfair	150	155
xMidW	150	155
Do w	26	37
xMill C	26½	28
xMillik	215	220
xMilt B	325	335
xMinda	6¼	9
Min Cp	15¾	16¼
xMin Or	17½	18
Mitch &C	30	35
Mitch Ro	10	11½
Do c B	325	395
M C A	12	12¼
Mols A	24	25¼
Do B	23½	25
Do pr	40½	41
xM Kn	6	8
Do p	85	90
M Mort	45	..
xMoneta	93	95
M Loco	18¼	18¾
Mtl Tr	47½	50
Moore	100¼	100¾
Do A	1584	..
Do B	2376	..
Morg &C	30	..
Do 4½ p	95	97
xMt Wrt	55	57
xMultI	46	48
xNama	25	25¼
Nat Dr	15	15¾
Do p	15¼	15¾
xN Exp	10	11¼
N Groc	20¼	22
Do p	27½	27¾
xN Hs	450	..
Do B	5¼	5½
N Lead	106	108½
xN Pet	420	425
N St C	17¼	18
Nat Tr	50¼	..
xNealon	10	10¼
xNello	15	17
Neon	15	15¾
xNes L	25	26
New		
xN Alg	10¼	11
xN Ath	49	51
xN Bid	6	7
xN Bris	11¼	12
xN Cal	37	38
xN Conc	20	24½
xN Cont	53	55
xN Dav	28	29
xN Del	29	30
xN Dick	245	250
xN Gvue	7¾	8
xN Harri	121	13
xN Hos	120	122
xN Jas	10	10¼
xN Kel	16¼	17
xN Lund	33	34
xN Man	48	50
xN Myla	199	200
xNnor	7¾	8¼
xN Rou	16	17
xN Sen	7	7¾
xN Sup	112	120
xN Taku	16¼	18
Nia W	15	15
Do B	14¼	15
xNick M	90	94
Do rts	12	13
xN Rim	104	115
xNipis	232	235
xNisto	6¾	7
xNor-Ac	23	24
Noran	54	54½
xNogld	10	10¼
xNorlar	35	37
xNrmet	395	410
xNorpax	21¼	23
xNorsyn	14¼	15
xNorval	21	21½
North		
xN Gate	60	62
xNCO	360	375
Do w	135	137
Do p	35¼	36
xN Gldt	40	41
xN Rk	164	168
xNthsp	182	185
Do Aw	122	132
N Star	13	13¼
Do A	14¼	14½
Do p	42¼	45
Do w56	50	55
Do w57	350	375
Northern		
xN Can	145	149
No NG	14¼	14¾
NQ P	27¼	28
xNor Ph	340	350
Do rts	15	18
Nthld	77	78
NW U p	76¼	77
xNthld	35	40
xNorval	21¼	22
xNudul	17	18
xN Bcag	132	155
Oak W	16	..
xObask	9	9¼
xOBrien	72	75
OC Cem	16¼	16¾
Off Sp	14¼	16
xOgama	6¼	7
xOka R	15	17
xOkalt	111	115
OkLeat	19	20
xOB S	8	9
xOJC	255	260
Do p	10¼	10½
Do B p	9¼	9½
Do w	51	52
O Loan	272	281
O Sti	22¾	23¾
Do p	..	140
xOpem	10½	10¾
xOR Cr	475	475
xOrena	10½	12
xOrms	48½	53
xOsisk	35½	37
Patino w	185	190
Pac P	15¾	15¾
Do w	10¼	10¾
Pge Her	32¾	33
xPall	36	50
xPmour	65	69
xParam	8½	9
xParbec	5¼	6
xPardee	42½	47¼
xParker	315	325
xPater	51	55
Patno M	500	525
Do rts	183	190
xPato	405	415
xPymst	18	18¾
xPce Exp	19	20½
xPrle.s	26	27
xPbina	9¼	9¾
Do p	44	47
Pmms	30	31¼
Do p	108	..
PCJI	22	25
Do p	100¾	..
xPmq p	137	139
xPerron	22¼	23
xPeruv	142	150
xPetrol	168	170
xPhil	110	112
Ph Eng	16	16
xPck Cr	103	104
xPit-Or	9½	10
xPlace	120	122
Placer	11¼	11¾
xPonder	20	23
Pow R	38¼	38¾
xP Rou	36	40
Pow Cp	68¼	69¼
xPrairie	310	315
xP Pipe	445	460
xPr Brd	7¼	9
Prem T	130	135
xP Iron	5¼	5¾
xPres El	225	230
xPrest	725	750
Price Bro	83	88
PRM Inc	10	..
xPrnto	455	460
xPros A	85	90
Prov Bk	35	35¼
xProv G	267	292
Prov Tr	13¼	14¼
Do pfd	43¾	..
xPrdex	9	9½
xQ Ascot	64	65
xQ Chib	62	63
xQ Cop	32	33
xQ Lab	6¼	7
xQ Lith	645	650
xQ Man	20	22
xQ Met	85	89
Qn Gas	20½	20¾
Que Pwr	39	39¼
xQunst	17	18
Quem	13¼	13¾
xQuin	330	..
Do A	11¼	..
xQnto	16¼	17
xRdior	117	123
xRainv	44	48¼
xRanger	200	205
Rap-Gri	12¾	13
xRayro	63	65
xReef	8	8¼
xReeve	110	125
xRenab	120	124
xRexsp	27	30
Reyn p	..	86
xRio R	10	11
R Sk A	10¼	10½
Do B	350	400
xRix	51	52
Robtsn J	11¾	16
Robetsn	17	19½
Do $1 p	17	17½
xRobin	300	425
Do p	75	175
R Little	12¾	..
Do A	16	17
xRoche	17	18
xRckwn	41	43
Do p	10	10½
Roe AV	9½	9¾
Do p	96	96½
Rolland P	31	..
Do p	..	83
xRowan	9	9½
Roy Bk	78¼	78¾
Roy O A	10¼	10¾
Royalite	965	1000
Do p	21	22
Russell	9¼	10½
xRyanr	11	11½
StL C	16¼	17
Do p	17½	18¼
xSt Maur	88	92
Sal new	14¼	15
Do w	965	975
Sav	50	..
T Star p	58¼	58½
xTowag	9¼	10
T Fin A	36¼	39
Do B	36¾	39
Do 4¼	80	83
Do 5	38	39½
Do A r	15¾	..
Do B r	15¾	..
Do w56	675	700
Do w57	975	1000
xTr Can	106	108
T R C Pf	27	27½
Tr-Mt N	11	11½
Tr PPL	24	25
xTr Res	25	26¼
xTriad	480	490
xTribag	43	47
xTrin	21¼	24½
TW C G	5¼	5½
xUlt-Sh	15	16
xUn A	11½	12
Do 2 p	12¾	13
U Gas	16¼	16¾
Do A p	51½	51¾
xU Min	22¼	23
xU Asb	550	555
xU Cn vt	170	180
U Cp A	28	30
Do B	22¼	22½
U Fl A	57	58
Do B	49	54
xU Keno	400	410
xUn F	57	58
xU Oils	215	220
Un Sti	12	12¾
xU Telef	225	230
xUpp C	99	100
xVanad	250	300
xVando	8	9
Vent	32¾	33

THE WEEK'S QUOTATIONS

Quotations here listed are the official, exchange prices for listed stocks including curb market quotations. For unlisted stocks, quotations by unlisted dealers are given. The Financial Post cannot accept any responsibility for these quotations.

Bid and Ask quotes of Toronto and Montreal exchanges up to press time are published on page 43

Industrial Stocks

WEEK ENDING MARCH 20, 1959

Range 1958-59 High	Low	Div. R'te	Y'ld Mar20 $	%	Company	Sales	Last Mar. 13	Week end. Mar. 20 High	Low	Close or Latest
.69	.36				Abitca Lumber	78500	.59	.69	.57	.65
40	24¾	1.70		4.6	Abitibi	8768	38¾	38¾	36¼	36¾
25	23	1.12½		4.8	Do. 4½% pref.	248	23¼	23¼	23	23¼
11¼	8¾	1.27½			Acadia Atlan.	1710	11¼	11¾	11¼	11¾
100	92	5.00		5.2	Do. 5% pref.	25	94½	96¼	95	96¼
22	19	1.20		5.9	Do. (A)	1295	20¼	20½	20¼	20½
17¾	17¾				Admiral	nil				17¾
18	8½	.80		3.5	Agnew Surp.	50	17½	17¼	17¼	17¼
4.60	3.00				Alaska Yu. Pipe	nil				3.00
2.00	1.30				Alaska Y. Refin.	700	1.90	1.70	1.70	1.70
15	10				Do. pref.	200	12	12	12	12
3.75	1.30				Albt. Dist.	9940	2.30	2.35	2.15	2.15
2.80	1.10				Do. V.T.	9260	2.60	2.60	2.40	2.40
24.50	12.25				Albt. Gas Tr.	9196	22.75	22.87½	22.50	22.50
23	22¼				Algoma Cent.	1874	23	23	22¾	22½
71¾	68				Do. 6% pref.	705	71¾	71½	68	70
39¼	21¾	1.00		2.6	Algoma Steel	12993	38½	38¾	37¾	38
36⅝	23	.70		2.5	Aluminium	27396	29	29¾	28	28
23⅝	20½	1.00		4.7	Alum of Can 1 p	15	21	21¼	21¼	21¾
49½	42¼	2.25		5.1	Do. 2nd pref.	3111	43½	44¼	43	44
9.37½	2.10				Analogue	1300	7.75	7.75	7.12½	7.75
7	4	*.30			Andian Nat.	nil	..	B6	A6	6
21½	20	*50			Anglo. Can. Oils (Brandon)	nil	..	B22	A22½	21
46	25	2.00		4.6	Ang. Cdn. Pulp	487	45¼	45¾	43	43¼
53½	48	2.80		5.4	Do. pref.	15	51½	51½	51½	51½
44	38	2.25		5.4	Ang. Can. Tel.	50	41½	42	42	42
8½	5	.20		2.9	Ang. Nfld.	4295	..	7¼	7½	6¾
..	..	1.05			Ang. Scand Inv	nil	..	..	..	..
43	20¼	1.40		3.3	Anthes Imp.	745	45	45	42½	42½
99½	96	5.50		5.5	Do. 5½% pref.	60	98	99½	99	99½
4.30	.25				Arcan Corp.	52090	4.25	4.30	4.05	4.30
42¼	14	1.00		2.4	Argus	8112	40½	42¼	40¾	42
95	43½	2.40		2.6	Do. A pref.	1411	89½	95	89½	92½
48½	41	2.50		5.2	Do. B pref.	840	47½	48	47	48
..	..	1.00			Aro Equip.	nil	..	..	..	35
36¾	27¾	1.20		4.7	Asbestos	5544	32¼	32¾	31½	31½
5.75	2.00	1.20			Ash. Temple	210	5.75	5.50	5.25	5.50
195	159	6.00		6.5	Do. (A)	nil	..	B92	A95	192
9	8¼	.65		7.9	Do. (B)	nil	..	..	..	8¼
12½	12½	.60		4.8	Ashdown Hd. A.	nil	..	B11¼	A13½	12½
14¼	10½	.72		5.2	Do. (B)	620	13¾	13¾	13¾	13¾
6.80	3.90				Assoc. Artists W.	49	5.00	6.00	6.00	6.00
..	..	4.00	+ 2.00		Assoc. T&T pf.	nil	..	..	..	101
6¾	..	..			Atlan. Accept.	700	..	6	6	6
16½	14½	1.10		6.9	Do. pref.	470	16½	16	16	16
29½	15⅝	1.00		3.5	Atlas Steels	6664	28¼	29¾	28	28½
23	13½	1.00	+ 1.25		Auto Electric	510	12½	12¾	21	21
8.00	2.25	4.60			Auto Fabric A.	100	7.50	7.75	7.75	7.75
3.50	.99				Do. (B)	400	2.60	3.00	3.00	3.00

B

62¾	37	1.40	+ 1.30		Bk. Can. Nat.	1071	60½	62¾	60	62¾
58	38¼	1.60	+ 1.20		Bk. Montreal	6784	57½	58	57	57½
74¼	51	2.20	+ 1.20		Bk. N. Scotia	5508	72	74¼	71½	73
40	30	1.80	+ 1.20		Bk. Provincial	446	36	36	33½	35¾
..	..	3.20	+ 12.10		Barber-Ellis	nil	..	B53½	..	..
..	..	3.50			Do. pref.	nil	..	..	..	..
4.75	3.30				Barcelona	nil	..	B4.10	A4.95	4.30
9½	6½	*.50			Bates & Innes A	nil	..	B6½	A6¾	6¾
52	35½	2.00		4.0	Bathurst Pr. A.	815	50	50½	49	49¾
30	15	.75			Do. B	335	31	30¾	30	30
9.00	3.50	1.20			Beatty Bros.	1850	8.50	8.50	8.12½	8.37½
30	17½	1.00	+ 2.25		Beaver Lumber	270	28½	27¾	27¼	27¼
18½	17¼	1.00		5.7	Do. (A)	255	17¾	17½	17½	17½
29	25	1.40		5.1	Do. pref.	nil	..	..	A27½	27½
16½	6				Belding Cort.	nil	..	B10	..	10¼
11½	9½	.70		6.1	Do. pref.	nil	..	B12	..	12
7	6				Belgium Stores	nil	..	B6½	A8	7
..	..	1.00		7.4	Do. pref.	nil	..	B13½	A16	13½
44¼	39¼	2.00		5.0	Bell Telephone	40584	40¾	40¾	40½	40¾
1.10	.98				Do. Rights	276991	1.02	1.03	1.00	1.01
8	6¾	.40		5.7	Biltmore Hats	5	7	7½	7	7
14¼	10½	1.00		7.6	Bird Const.	109	14¼	14¼	14¼	14¼
50	47	2.40	+ 2.40		Bird Constr.	nil	..	B47½	..	47
113	110	..			Blue Ribbon	nil	..	B112½	..	113
50	34	2.50	+ 12.50		Do. pref.	nil	..	B50	A53	50
7.00	3.50	*12½%	..		Bowater Paper	4240	6.62½	6.62½	6.37½	6.50
46	41	2.50		5.7	Bowater NA 5% p	630	45	45	44	44
50½	42½	2.73		5.6	Do. 4½% pref.	230	49	50	49	49½
19½	15½	*1.00	+ 1.50		Bowes Ltd.	nil	..	B18¾	..	19½
9¾	8	.60		6.7	Boyles A	nil	..	B8¾	A9½	9
6½	5¼	..			Do. (B)	200	..	5¼	5¼	5¼
7¾	5¾	*.25			Brazilian Tr.	29082	6½	6¾	6	6¼
91	91	6.00		6.3	Do. pref.	10	193¾	193¾	193¾	193¼
25	19½	1.20		5.1	Bridge & Tank	723	24	24½	22¾	23½
48	46½	2.90		6.1	Do. pref.	30	47½	47½	47¼	47¼
50	17½	1.00		2.3	Bright, T. G.	835	37¾	43	42	43
23½	20	1.15		5.7	Do. 5% pref.	nil	..	B20	..	20
49	27½	1.60	+ 1.70		Brit. Am. Bk. N's	nil	..	B47½	A50	49
45	33¾	1.00		2.5	Brit. Amer. Oil	23172	40½	40½	39¾	40½
81½	75	4.00		5.3	B.C. Elec. 4% pf.	28	76	76	76	76
44	33	2.12½		5.4	Do. 4¼% pref.	555	40½	40½	39½	39½
47	39¾	2.25		5.4	Do. 4½% pref.	40	42	42	42	42
97	86	4.75		5.5	Do. 4¾% pref.	331	88¼	88¼	86¾	87
51	44¼	2.50		5.5	Do. 5% pref.	1175	46	47	45	45½
53	47	2.75		5.4	Do. 5½% pref.	626	50½	51	48	50½
18¼	6¾	*.08			B.C. Forest	10141	17¼	17½	16¾	17¼
17	12	.75		4.7	B.C. Packers A.	500	15½	16	15	16
17¾	11	.50			Do. (B)	1410	15¾	16	15	16
43¾	35¼	1.40		3.6	B.C. Power	11314	39¾	40¼	38¾	38¾
46½	38½	2.00		4.5	B.C. Tele.	14438	43½	44⅞	43½	44
..	..	.65			B.C. Turf	400	1.15	1.50	1.00	1.50
14¾	9¼	..			Brown Co.	832	13½	14½	13¼	14½
11	4½	..			Bruck S. Mills A	848	10½	11	10	10½
2.25	1.75	..			Do. (B)	150	3.25	3.50	3.05	3.05
45	33¾	1.80		4.8	Build Prod.	991	38	38	37	37½
7	5½	.50		7.1	Builoch's A	25	7	7	7	7
7	5¼	3.5		6.7	Do. (B)	nil	..	..	..	A5½
19¼	14	1.25		8.1	Burlington Steel	440	17¾	17½	17½	17½
15	10¼	.60	+ 1.0		Burns & Co.	6187	13¾	14¼	13¾	14¼
8	6½	.45		6.9	Burrard D.D. A.	450	7¼	7¼	6½	6½
2.00	1.30				Butterfly Hos.	nil	..	..	..	2.00

C

23	22	1.50		6.8	Caldwell Lin 1 p	nil	..	B21	A26	22
..	..	..			Do. 2nd pref.	nil	..	..	..	13
95	62½	2.00		2.1	Calgary Pwr.	2190	91	95	91½	94¾
105½	97	5.00		5.0	Do. 5% pref.	nil	..	B101	A102	100½
Canada										
5.50	3.25	.10		2.1	Canada Bread	20	4.55	4.80	4.70	4.70
55	45	2.50		4.5	Do. pref. B	nil	..	B55¾	..	155¾
37	24½	1.00		2.9	Canada Cement	2965	36	36⅝	34½	34¾
29½	26	1.30		4.7	Do. pref.	2090	27	28	27½	27½
20	6	6.20			Can. Cr. Stone	4570	17½	20	17½	19⅝
27¼	20½	1.20		4.9	C. D. Sugar	1255	24½	24¾	24¼	24½
16	13½	1.00		6.5	Can. Floor B	nil	..	B13½	A16	15½
23	15	.60	+ 1.20		Can. Folis	nil	..	B22½	..	22
23	17½	.60	+ 1.49		Do. (A)	nil	..	B22½	A23	23
12	12	*.37½	..		Can. Forg.	nil	..	B12	..	12
30	26	1.50		5.4	Do. (A)	nil	..	B28	..	28
23	21	1.25		5.4	Can. Iron	1310	24	25¼	23	23½
101¼	85	4.25		4.2	Do. 4¼% pref.	245	100	100½	97½	97½
217	125	4.60		2.1	Can. Life	115	216	216	216	216
15¾	12	..			Can. Machine	nil	..	B10	A15	10
76½	50¾	2.00		2.7	Can. Malting	605	71½	75	71½	75
25½	24	1.17		4.7	Do. 4½% pref.	250	25	25	25	25
57	35	1.75		3.5	Can. Packers A.	345	53	53	52	52½
54	34	1.75		3.4	Do. (B)	515	50¼	52	50½	50½
65	52	2.00		3.2	Can. Perm. Mtg	270	64	64	62¾	63
97	88	4.40		5.0	Can. Safeway p	60	88	89	87½	88
43½	30¾	1.40		3.3	Can. Steamships	850	42½	42	41½	42
13¾	11	.62½		5.0	Do. pref.	700	12½	12¾	12½	12½
31½	20½	1.00	+ 2.35		Can. Vinegars	245	30½	31½	31	31½
9½	9¼	..			Can. W. Cord. A	nil	..	..	..	..
..	..	..			Do. (B)	nil	..	..	..	..
153¾	153¾	4.00			Can. W. Cable A	nil	..	B111	..	133¼
17¼	12½	.80		5.6	Do. (B)	1400	14¾	14½	14	14¼
Canadian										
155	150	*3.00	+ 1●	..	Canadian Arena	nil	..	B155	..	155
9	9¼	..		..	Cdn. Bakeries	nil	..	B3	A8½	8½
61¾	40¼	1.60	+ .20		Cdn. Bk. Com.	6299	58¾	59¼	58¾	59½
8.50	4.40	..			Do. Rights	7210	5.35	5.50	5.30	5.35
39¼	25	1.50		3.9	Cdn. Breweries	9470	38¾	39¼	37¾	38½
39	25⅜	1.25		3.3	Do. pref.	360	38½	38⅝	38	38
15	8	..			Cdn. Br. Al. A.	1115	13½	13½	13	13
6.50	2.80	..			Do. Warr. A.	3885	5.00	5.00	4.80	4.80
5.20	3.25	..			Do. Warr. B.	1260	4.50	5.20	4.20	4.20
27	20	2.00		8.0	Cdn. Bronze	475	23½	25	23	25
98	95	5.00		5.4	Do. pref.	20	95	192	190	192
15½	13	.75		5.2	Cdn. Canners A.	870	14¼	14½	14¼	14½
2.15	1.75	1.80	+ 1.10		Cdn. Celanese	6904	20½	21¼	20½	21¼
33	28½	1.75		5.5	Do. $1.75 pref.	310	30	32	30	32
18½	15¾	1.00		5.8	Do. $1.00 pref.	225	17½	18½	17¼	17¾
11.50	4.75	..			Cdn. Chem.	5510	11.12½	11.00	10.00	10.00
7.50	4.00	..			Cdn. Collieries	10585	7.12½	7.12½	6.75	7.12½
.80	.64	.05		6.4	Do. pref.	5930	.76	.78	.75	.78
3.25	3.00	..			Cdn. Convert.	263	3.25	3.00	3.00	3.00
4¼	4¼	..			Do. B	nil	..	B4	..	4
11½	5	..			Cdn. Cottons	100	11¼	11½	11½	11½
12	5	..			Do. pref.	602	11½	11½	11½	11½
4.10	1.35	..			Cdn. Curtiss W.	13070	3.50	3.30	3.10	3.10
14	9¼	*.40			Cdn. Drawn Stl.	nil	..	B12½	A14	13¼
11½	9½	.60	+ 1.10		Do. pref.	25	12	11¼	11¼	11¼
22½	15	*1.15			Cdn. Dredge	2950	31¾	32	30¾	31½
8¾	6¾	*2s 3d		..	Cdn. Eagle Oil	25	7	7	6½	6½
8¾	6½	..			Cdn. Eagle Bear	nil	..	B7½	A7¾	7½
33	15	2.00	+ 1.10		Cdn. Fairb.	785	32½	33	32	33
106	103½	6.00		5.7	Do. pref.	nil	..	..	A106	106
3.80	2.50	..			Cdn. Food Prod.	150	2.55	2.60	2.50	2.60
8	7	..			Do. A	nil	..	B7	A7½	7
58	37	..			Do. 4½% pref.	402	49	50	50	50
†748	695	8.00	+ 14.00		Cdn. Gen. Elec.	nil	..	B705	A1180	†748
36¼	28	1.20	+ 1.15		Cdn. G. Inv.	1460	34½	36¼	34½	35½
20½	16	1.00	+ 1●		Cdn. G. Sec. A	80	17½	18	18	18
21	15½	1.00	+ 1●		Do. B	nil	..	B17½	A19½	18
9¼	5¾	..			Cdn. Hydrocarb.	1853	8	8	7¼	7½
17½	15½	.10		1.3	Cdn. Ice Mach.	nil	..	B8	A8	17¼
12½	10½	.80		6.4	Do. A	nil	..	B12	A13	12½
20¼	13	*.30			Cdn. Indust.	9100	17¼	18	16¾	18
23	17½	.60	+ 1.49		Do. (A)	nil	..	B22½	A23	23
12	12	*.37½	..		Can. Forg.	nil	..	B12	..	12
30	26	1.50		5.4	Do. (A)	nil	..	B28	..	28
23	21	1.25		4.4	Can. Iron	1310	22	23¼	22	23
101¼	85	4.25		4.2	Do. 4¼% pref.	245	100	100½	97½	97½
217	125	4.60		2.1	Can. Life	115	216	216	216	216
15¾	12	..			Can. Machine	nil	..	B10	A15	†10
76½	50¾	2.00		2.7	Can. Malting	605	71½	75	71½	75
25½	24	1.17		4.7	Do. 4½% pref.	250	25	25	25	25
57	35	1.75		3.5	Can. Packers A.	345	53	53	52	52½
54	34	1.75		3.4	Do. (B)	515	50¼	52	50½	50½
65	52	2.00		3.2	Can. Perm. Mtg	270	64	64	62¾	63
97	88	4.40		5.0	Can. Safeway p	60	88	89	87½	88
43½	30¾	1.40		3.3	Can. Steamships	850	42½	42	41½	42
13¾	11	.62½		5.0	Do. pref.	700	12½	12¾	12½	12½
31½	20½	1.00	+ 2.35		Can. Vinegars	245	30½	31½	31	31½
9½	9¼	..			Can. W. Cord. A	nil	..	..	..	..
..	..	..			Do. (B)	nil	..	..	..	..
153¾	153¾	4.00			Can. W. Cable A	nil	..	B111	..	133¼
17¼	12½	.80		5.6	Do. (B)	1400	14¾	14½	14	14¼
Canadian										
155	150	*3.00	+ 1●	..	Canadian Arena	nil	..	B155	..	155
9	9¼	..		..	Cdn. Bakeries	nil	..	B3	A8½	8½
61¾	40¼	1.60	+ .20		Cdn. Bk. Com.	6299	58¾	59¼	58¾	59½
8.50	4.40	..			Do. Rights	7210	5.35	5.50	5.30	5.35
39¼	25	1.50		3.9	Cdn. Breweries	9470	38¾	39¼	37¾	38½
39	25⅜	1.25		3.3	Do. pref.	360	38½	38⅝	38	38
15	8	..			Cdn. Br. Al. A.	1115	13½	13½	13	13
6.50	2.80	..			Do. Warr. A.	3885	5.00	5.00	4.80	4.80
5.20	3.25	..			Do. Warr. B.	1260	4.50	5.20	4.20	4.20
27	20	2.00		8.0	Cdn. Bronze	475	23½	25	23	25
98	95	5.00		5.4	Do. pref.	20	95	192	190	192
15½	13	.75		5.2	Cdn. Canners A.	870	14¼	14½	14¼	14½
2.15	1.75	1.80	+ 1.10		Cdn. Celanese	6904	20½	21¼	20½	21¼
33	28½	1.75		5.5	Do. $1.75 pref.	310	30	32	30	32
18½	15¾	1.00		5.8	Do. $1.00 pref.	225	17½	18½	17¼	17¾
11.50	4.75	..			Cdn. Chem.	5510	11.12½	11.00	10.00	10.00
7.50	4.00	..			Cdn. Collieries	10585	7.12½	7.12½	6.75	7.12½
.80	.64	.05		6.4	Do. pref.	5930	.76	.78	.75	.78
3.25	3.00	..			Cdn. Convert.	263	3.25	3.00	3.00	3.00
4¼	4¼	..			Do. B	nil	..	B4	..	4
11½	5	..			Cdn. Cottons	100	11¼	11½	11½	11½
12	5	..			Do. pref.	602	11½	11½	11½	11½
4.10	1.35	..			Cdn. Curtiss W.	13070	3.50	3.30	3.10	3.10
14	9¼	*.40			Cdn. Drawn Stl.	nil	..	B12½	A14	13¼
11½	9½	.60	+ 1.10		Do. pref.	25	12	11¼	11¼	11¼
22½	15	*1.15			Cdn. Dredge	2950	31¾	32	30¾	31½
8¾	6¾	*2s 3d		..	Cdn. Eagle Oil	25	7	7	6½	6½
8¾	6½	..			Cdn. Eagle Bear	nil	..	B7½	A7¾	7½
33	15	2.00	+ 1.10		Cdn. Fairb.	785	32½	33	32	33
106	103½	6.00		5.7	Do. pref.	nil	..	..	A106	106
3.80	2.50	..			Cdn. Food Prod.	150	2.55	2.60	2.50	2.60
8	7	..			Do. A	nil	..	B7	A7½	7
58	37	..			Do. 4½% pref.	402	49	50	50	50
†748	695	8.00	+ 14.00		Cdn. Gen. Elec.	nil	..	B705	A1180	†748
36¼	28	1.20	+ 1.15		Cdn. G. Inv.	1460	34½	36¼	34½	35½
20½	16	1.00	+ 1●		Cdn. G. Sec. A	80	17½	18	18	18
21	15½	1.00	+ 1●		Do. B	nil	..	B17½	A19½	18
9¼	5¾	..			Cdn. Hydrocarb.	1853	8	8	7¼	7½
17½	15½	.10		1.3	Cdn. Ice Mach.	nil	..	B8	A8	17¼
12½	10½	.80		6.4	Do. A	nil	..	B12	A13	12½
20¼	13	*.30			Cdn. Indust.	9100	17¼	18	16¾	18
23	17½	.60	+ 1.49		Do. (A)	nil	..	B22½	A23	23
12	12	*.37½	..		Can. Forg.	nil	..	B12	..	12
30	26	1.50		5.4	Do. (A)	nil	..	B28	..	28
23	21	1.25		4.4	Can. Iron	1310	22	23¼	22	23
101¼	85	4.25		4.2	Do. 4¼% pref.	245	100	100½	97½	97½
217	125	4.60		2.1	Can. Life	115	216	216	216	216
15¾	12	..			Can. Machine	nil	..	B10	A15	†10
76½	50¾	2.00		2.7	Can. Malting	605	71½	75	71½	75
25½	24	1.17		4.7	Do. 4½% pref.	250	25	25	25	25
57	35	1.75		3.5	Can. Packers A.	345	53	53	52	52½
54	34	1.75		3.4	Do. (B)	515	50¼	52	50½	50½
65	52	2.00		3.2	Can. Perm. Mtg	270	64	64	62¾	63
97	88	4.40		5.0	Can. Safeway p	60	88	89	87½	88
43½	30¾	1.40		3.3	Can. Steamships	850	42½	42	41½	42
13¾	11	.62½		5.0	Do. pref.	700	12½	12¾	12½	12½
31½	20½	1.00	+ 2.35		Can. Vinegars	245	30½	31½	31	31½
9½	9¼	..			Can. W. Cord. A	nil	..	..	..	..
..	..	..			Do. (B)	nil	..	..	..	..
153¾	153¾	4.00			Can. W. Cable A	nil	..	B111	..	133¼
17¼	12½	.80		5.6	Do. (B)	1400	14¾	14½	14	14¼

Where there have been no transactions during the week covered, the word "nil" is shown under sales and the quotations shown are the bid, ask, and last sales price, instead of high, and close.

Montreal and Toronto Winnipeg, Calgary and Vancouver

Range 1958-59 High	Low	Div. R'te	Y'ld Mar20 $	%	Company	Sales	Last Mar. 13	Week end. Mar. 20 High	Low	Close or Latest
47¾	32¼	1.00		2.1	Cent. Can. Invest.	nil	..	B47	..	47¾
†99	†96	5.00		5.1	Do. pref.	nil	..	B99½	..	†99
65	50	1.60		2.5	Chart. Trust	5	65	65	65	65
24	14½	1.00		4.2	Chateau-Gai	135	23	24	23	24
55½	43½	4.25		..	Chrysler Corp.	135	53¾	55½	55½	†59
†1.10	†1.00	10d		..	Cinzano A	nil	..	B1.15	..	†1.10
..	..	5¼		..	Do. 5½% pref.	nil	..	B1.10	..	..
2.25	2.00	..		..	Circle Bar Knit.	200	2.00	2.25	2.25	2.25
4.00	3.00	..		..	Do. A	nil	..	B2.50	A4.50	3.50
22	16½	*		..	Cochrane-Dun.	nil	..	B20¾	A21	21
14½	13	.80		5.5	Do. A	nil	..	B14¼	A16	14½
13¾	7¾	..		..	Cockshutt Farm	18069	13½	13¾	13¼	15¾
20	9½	*		..	B. J. Coghlin	490	10¾	10¾	10¾	10¾
17½	17½	.75	+ 1.25		Coil. Terminal	nil	..	B18	..	†15
17	12	.75	+ 1.25		Do. pref.	nil	..	B16	..	16
14	10	.60		4.6	Comb. Enter.	775	13¼	13¼	13	13
11½	8	.60		5.2	Conduits Nat.	175	11	†11¾	11	11½
187	87	2.00		1.4	Conf. Life	nil	..	B140	A149	145
164	155	..		..	Do. offered	nil	..	B157	A165	163¼
10¼	7	.50		5.1	Cons. Bakeries	331	10	97⅛	9½	9¾
1.00	.80	..		..	Cons. Div. Sec. A	306	1.60	1.00	1.60	1.00
29	28	2.00		6.7	Do. pref.	2	†30	†30	†30	†30
3.25	2.00	..		..	Cons. Fire Ins.	nil	..	B2.30	A3.00	2.30
23¾	16⅜

Mining Stocks

WEEK ENDED MARCH 20, 1959

Range 1958-59 High	Low	Company & Dividend ($)	Sales	Last Mar. 13	Week Ending Mar. 20 High	Low	Close or latest
.13	.05	Acadia Ur.	7350	.08	.08	.07	.07
.12	.05	Ad Astra	1000	.07	.09	.08	.09
4.35	2.31	Advocate	22480	3.63	3.65	3.40	3.40
.42	.14	Agassiz	1000	.16	.15	.15	.13
.70	.35	Agnico	21862	.54	.53	.50	.50
.75	.32	Akaitcho	13230	.47	.50	.46	.46
.15	.04	Akaitcho	13830	.07	.11	.09	.10
18.62½	12.87½	Algom	28927	14.87½	15.87½	14.75	15.75
100.00	94.50	Do. 5% defd.	nil	...	B99.50	A100.50	99.62½
.49	.12	Alscope	11600	.31	.31	.27	.28
.19½	.04	Alta.	58500	.18	.19½	.18	.19½
.45	.10½	Amal. Lard.	57200	.27	.45	.27	.31
.60	.12	Amal. R.M.	25936	.14½	.45	.16½	.16
.91	.64	Amer'n.	5000	.05	.05½	.05	.05
.10	.05½	Amer. Stand.	3400	.74	.75	.74	.75
1.18	.40	Anacon	1500	.09	.09½	.09½	.09½
14.00	8.70	Angio-Hur. .50	1900	13.00	13.00	12.75	13.75
.45	.23	Anglo-Rou.	8000	.45	.45	.40	.40
.52	.12	Anil	129040	.42	.48	.41	.45
.17	.06½	Anthonian	4500	.11	.15	.10	.12
.32	.12	Arcadia	40025	.18	.21	.15	.18
1.50	.54	Area	24713	1.49	1.50	1.25	1.30
.19½	.07	Arjon	17200	.16	.18	.13½	.13½
.06½	.03½	Armo	3180	.05	.04½	.04½	.04½
.08½	.03	Atlas Sulp.	1000	.05	.06	.06	.06
.15	.06	Atlas Yk.	18000	.11	.10½	.09½	.10½
.23	.15	Atlin-Ruff.	34200	.19	.20	.18	.18
.09	.04	Aubelle	18500	.07	.07	.06	.06
.18	.06	Augustus	72393	.67	.72	.66	.66
.38	.11	Aumacho	101000	.14	.15½	.13	.14
.16	.06	Aumaque	78500	.14	.20	.13	.13½
1.05	1.93	Aunor .16	36600	.14	.14	.12½	.11½
.11	.05	Avillabona	5000	.07	.06	.06	.06½

B

.38	.20	Baker Talc	16800	.24½	.25	.22	.23
.08	.03	Band Ore	5500	.08	.08	.07½	.07½
.25	.12½	Bankeno	10270	.22	.22	.19	.20½
1.83	.06½	Bankfield	1000	.08	.08	.08	.08
.07	.04	Barnat	77625	1.70	1.70	1.61	1.69
.22	.07	Barvallee	nil	...	B.06	A.07	.07
.83	.51	Barvue	12800	.16	.16	.16	.16
.26	.15	Barymin .03	2200	.87	.88	.86	.86
.29	.12	Base Metals	23000	.20	.23	.19	.23
1.30	.13	Baska	17813	.16	.17	.16	.17
.10	.04	Bateman	31795	1.04	1.08	1.00	1.00
.36	.16	Beatrice	19000	1.15	1.30	.88	1.00
.30	.12	Bevcon	81972	.33	.07½	.07½	.06½
1.55	.86	B'tie-Dug.	33300	.17	.05½	.05½	.07½
.84	.30	Beaver Lge.	32328	1.05	1.07	.96	.96
.50	.26	Bellchir	49750	.60	.64	.58	.64
2.00	.33	Bellechase	11000	.15	.17	.12	.12
.23	.10½	Bethle'm	116860	1.85	1.90	1.65	1.65
.27½	.04	Bevcon	299811	.17	.19	.16½	.19
1.35	.72	Bicroft	553900	.25½	.27½	.20	.23
.60	.01½	Do. warr.	47528	.82	.94	.72	.93
2.34½	.09	Bidcop	43500	.62½	.92	.01½	.02
.33	.15	Black Bay	14500	.19	.22	.19	.19
.10	.04½	Bonville	11000	.13	.17	.15	.15
.14½	.06	Bordulac	11000	.07½	.07	.07	.07
.33	.14	Boreas	4600	.08	.08	.07	.08
.24	.07	Bornite	7000	.18	.19	.14	.18
.93	.35	Bouzan	44000	.13	.13	.11	.12
.16	.07	Boymar	14750	.13	.13	.11	.12
8.55	4.30	Bralorne	69200	.11	.78	.63	.63
.65	.46½	Brazilian Reef	32511	8.10	8.00	7.50	7.75
.08½	.04	Brunhurst	38350	.53	.59	.52	.56
.09	.05½	Brunsman	17800	.08	.08	.07	.07
4.50	1.95	Brunswick	13016	.08	.08	.07	.07½
2.35½	.85	Buffadison	5105	3.30	3.45	3.25	3.35
3.15	.73	Buffalo Ank.	78200	.13½	.14	.13½	.12
.12½	.04½	Buff. R.I.	12200	2.05	2.15	1.90	1.90
4.40	3.00	Bulolo .45	15210	.07	.08	.07	.08
.16	.06½	Bunker Hill	1624	4.25	4.25	4.10	4.10
.42	.05	Burnt Hill	13700	.09	.10	.09	.09
.45	.30	Burrex	13700	.30	.30	.21	.23

C

.40	.12	Cable	13266	.19	.18	.17	.17
.36	.18	Cadamet	21335	.27	.32	.25	.29½
.09	.03	Calumet	10000	.05	.06	.06	.06
10.50	3.95	Camp. Chib.	33467	9.75	10.50	9.10	9.10
12.00	9.15	Camp. R.L. $17½-.05	445	10.75	11.25	10.50	11.00

Canadian

.13	.05	Cdn. Ast.	32533	.10½	.11	.10	.10
1.08	.41	Cdn. Dyno	7620	.46	.50	.45	.48
1.22	.19	Cdn. Mal.	57700	.59	.60	.53	.56
.48	.14	Cdn. N. Inca	27026	.23	.23	.21	.21
1.17	.06	Cdn. N'west	389503	1.03	1.12	.92	.98
.53	.05½	Canalask	19417	.08	.07½	.07	.07
.26	.12	Canam	22166	.27½	.27	.23	.23
1.80	.14	Candore	37130	.69	.69	.63	.67
1.78	.50	Can-Krin	1264155	1.59	1.62	1.01	1.08
.95	.10	Can-Met	1259	.26	.26	.25	.25
.74	.12	Canorama	12650	.25	.26	.63	.67
.15	.04	Canuba	79880	.15	.16	.13	.13
.05½	.03½	Canusa	70160	.12	.13	.12	.12½
.21	.08	Captain	nil	...	B.05	...	.04½
1.55	.46	Cariboo	16500	.13	.13	.13	.13
.42	.15	Cartier Q.	12165	1.40	1.49	1.30	1.40
12.12½	5.40	Cassiar Asb. .40+5.00	84890	.40	.42	.37	.40
5.10	3.25	Castle-Tre. .15	3812	11.62½	11.62½	11.00	11.00
4.25	2.25	Cayzor	600	4.75	5.00	4.85	5.00
.12	.05	Cen. Man.	2300	.06	.06	2.70	2.70
1.63	.66	Cen. Pat.	8550	1.48	1.50	1.40	1.42
.37	.07½	Cen. Poro.	42500	.17	.18	.15	.15½
.52	.05	Cheskirk	22300	.07½	.07½	.06½	.06½
.93	.16	Chesterville	157686	.37	.40	.33	.35
.28	.10	Chib. Jac.	121976	.85	.90	.72	.73
1.90	.50	Chib. K'rand	68700	.27	.28	.21	.23
3.50	.40	Chib. Min.	21400	1.59	1.55	1.36	1.40
.18	.06	Chimo	26500	.75	.74	.65	.65
3.50	2.10	Chipman	24200	.08½	.10	.09	.10
.22	.07½	Chromium	500	2.55	2.65	2.65	2.65
....	....	Cleveland	45800	.19	.20	.16	.16
4.00	1.85	Clix	nil	...	...	...	.16
4.10	1.80	Coast Cop.	200	3.25	3.50	3.50	3.50
.36	.12	Cochen'r .10	7675	3.60	3.60	3.50	3.50
.19½	.10½	Cody-Reco	29200	.16½	.17	.15	.16
.99	.20½	Colin Lake	18000	.16½	.19	.15	.16
.20	.20	Col'stream	992575	.84	.88	.57	.60
.32	.16	Coleman A	nil	...	B.30	...	1.25
.10	.04½	Do. B	nil	...	B.30	...	....
1.05	.29	Colomac	10000	.07½	.07½	.06½	.07½
.66	.24	Comb. Met.	26342	40½	.41	.36	.36
.55	.08	Commercial	24750	.34	.34	.27	.27½
.95	.49	Cominga	9700	.14	.15	.13	.13
.35	.25	Conagas	27100	.72	.72	.62	.67
.35	.19	Coniaurum	11800	.31	.35	.31	.35
.22	.07½	Conkey	4250	.30	.30	.28	.29½
.20	.07	Cons. B'keno	39266	.14	.14	.12	.12½
.21	.04½	C) Bi-Ore	21200	.20	.18	.11	.11½
.20	.10	C) Callinan	72550	.15	.17	.13	.16
16.62½	10.25	C. Denison	39504	11.75	B.07	A.08	.08
6.00	1.35	Do. warr.	36415	1.95	13.00	11.50	13.00
3.90	2.30	C. Disc'y .23	6680	3.70	2.41	1.83	2.38
.73	.43	C. Benlmore	6821	.49	.55	.48	.55
.10½	.05½	C. Gillies	8600	.09½	.09½	.08	.08
.35	.15	C. Gold. Arr.	26250	.22	.28	.22	.26
....	....	C. Goldfield	nil	...	...	...	.00½
1.05	.25	C. Hall'well	540990	.91	.94	.83	.86
4.50	1.62	C. Howey	3540	4.10	4.25	4.00	4.00
.57	.19	C. Marbenor.	8021	.44	.44	.40	.40
.75	.29	C. Marcus	2429	.68	.68	.66	.66
2.35	1.13	C. Mogul	207261	2.32	2.33	2.00	2.20
.33	.17	C. Monpas	2000	.08	.08	.08	.08
1.00	.43	C. Mosher	46555	.89	.19	.20	.21
.50	.16	C. Negus	10000	.05	.06	.80	.85
.14	.04	C. Nich.	9433	.06½	.07	.28	.28
.43	.23	C. Northland	255500	.26	.26	.06	.06
.13	.09½	C. Pershcourt	5333	.26	.40	.29	.30
.50	.35	C. Que. G.	1100	.41	.43	.40	.40
.13	.04½	C. Que. Y.	16500	.08½	.10	.08½	.10
.23	.08½	C. Red Pop.	21100	.12½	.13	.12	.12½
.14	.12½	C. Regcourt	25310	.16	.16	.15	.13
....	.04½	C. San'rm	39600	.09	.09	.07½	.07½
23.37½	16.37½	C. Smelt. .60+2.20	12207	20.75	21.50	20.75	21.25
1.14	.55	C. Sud'ry	67465	1.00	1.03	.85	.85
.67	.25	Cont. Potash.	10720	.64	.67	1.50	1.50
8.05	2.29	Conwest	3210	4.80	4.90	4.70	4.70
.74	.15	Copper Corp.	74200	.59	.63	.45	.45
.23	.07	Copper Man.	18577	.14	.15	.14	.14
.78	.33	Cop-Rand	88716	2.37	2.50	2.25	2.26
.12	.06	Coulee	10200	.52	.51	.45½	.47
1.30	.54	Cowichan	2220	.10	.10	.09	.08
8.10	1.90	Craigmont	40950	1.15	1.19	1.05	1.08
.13½	.07½	Crestaurum	4000	4.95	4.95	4.50	4.50
.14	.08	Croinor	3500	.08½	.10	.08½	.10
.17	.07½	Crowpat	38945	.14½	.10	.10	.10
.01	.01	Cryderman	nil	...	B.01	.14	.14
.39	.07½	Cusco	34000	.13½	.13½	.13	.13

D, E, F

.90	.15	Daering	44918	.36	.40	.31	.31
.74	.12	D'Aragon	714610	.49½	.74	.47	.49
.40	.22½	Decoursey B.	8960	.27	.27	.25	.25
.25	.10½	Deer Horn	24500	.22	.22½	.19	.20
.20	.07½	D'Eldona	8400	.15	.15	.13	.13
.63	.46	Deinite	3800	.65	.66	.62	.63
.12	.08	Dickstone C.	nil	...	...	...	.04
.47	.05	Dolsan	33675	.17	.15½	.10	.11
19.00	11.00	Dome .70	2795	17.50	17.75	17.12½	17.25
.26	.08	Donalda	31640	.13	.14	.12	.12
.66	.11	Duvan	187500	.40	.43½	.30	.35
.18	.07	Duvex	35000	.14	.14½	.13	.14
1.89	.06½	East Amph.	22344	.10½	.12	.10	.11
2.75	1.40	East Mal.	10675	1.45	1.46	1.43	1.43
2.82	.26	East Sull.	13689	2.56	2.60	2.35	2.35
.50	.19	East. Metals	130000	.12	.17	.12	.13
.18	.10	Eldrich	35178	1.13	1.13	1.06	1.13
.10	.04	El Sol	131000	.47	.46½	.39	.41
.24	.08½	Explor. All.	52300	.32	.34	.32	.32
.15	.06	Fab. Met.	5500	.13	.14½	.12	.12½
.32.00	21.00	Falconbridge 1.00+1.20	9583	31.50	31.37½	29.00	29.25
.11	.03	Fano	23500	.08½	.09	.06	.08
.80	.85	Faraday	8960	.88	1.00	.95	1.00
.21	.11	Do. warr.	11035	.14	.14	.11	.12
1.35	.09½	Farw't Tung.	8305	.16	.18	.16	.16
.01	.50	Fatima	56000	.65	.65	.58	.63
.06½	.00½	Flin Flon	nil	...	B.01	A.01½	.01
.65	.02	Fontana '45	7500	.06	.06½	.06	.06
.19	.21	Forty-Four	100	1.25	†.28	†.28	†.28
.09½	.06½	Francoeur	22900	.09½	.10	.09	.09½
2.25	.05	Friday	2000	.09	.09	.08	.08
84.00	63.00	Frobisher	26660	2.17	2.15	1.90	2.00
.14	.05	Fundy Bay	304700	.07	.14	.08½	.14

G

36.50	19.00	Gaspe Cop.	611	36.50	36.25	35.00	35.00
24.50	7.95	Geco	5762	23.25	23.75	21.50	21.50
1.50	.10½	Genex	9700	.18	.18	.16	.16
.15	.27	Geo-Scient.	11200	1.35	1.37	1.20	1.20
7.45	.08½	Giant Mas.	14470	.10	.12	1.08	.11
8.10	4.25	Giant Yk. .15	1517	7.05	7.05	6.75	6.75
.18	.20	Glacier	53100	.40	.42	.35	.36
.23	.09	Glenn Ur.	22902	.11	.14	.12	.13
.42	.05	Gold Eagle	86100	.20	.21	.20	.20
.94	.00½	Gold Lake	nil	.30	.20	.16½	.16
.45	.20	Gold. Age	16500	.70	.70	.60	.60
.68	.07½	Goldfields	446625	.33	.37	.32	.35
4.00	4.00	Granby	73850	.42	.43	.39	.39
.40	.18	Grandroy	109300	8.75	8.75	8.75	8.75
.93	.93	Granduc	33375	2.02	2.07	1.65	1.65

.33	.05	Grandview	nil	...	...	....	†.22
.01	.01	Great Falls	nil	...	B.01	....	....
.29	.08	Greyhawk	217850	.11	.12	.10	.11
.10½	.04	Gui-Por Ur.	4000	.07	.07	.06	.06½
.23	.08½	Gulch	2600	.12	.11½	.11	.11
.13	.07	Gulf Lead	6000	.09½	.11	.11	.11
19.75	12.75	Gun'ar G. 1.50	41509	15.00	16.00	14.75	16.00
8.60	4.60	Do. warr.	13380	5.50	5.55	4.60	5.50
.12	.04½	Gwillim L.	13000	.08	.08½	.08	.08½

H, I, J

.10	.02½	Haitian	74100	.08	.08½	.06	.06½
2.40	1.70	Hallnor 1.04	nil	...	B2.40	A3.00	2.20
.14	.08½	Hard Rock	23208	.13	.12	.11	.12
.25	.06	Harr. Min.	37917	.19	.19	.17	.17
.25	.12½	Hasaga	3500	22½	.22½	.21	.21
.79	.33	Headway	131100	.50	.50	.45	.48
.12	.04	Heath	17000	.08½	.09	.08	.08
.09	.04½	Heva	11900	.06	.06	.06	.06
1.85	1.19	High.-Bell 1.05	3100	1.84	1.85	1.80	1.80
33.37½	20.50	Hollinger .24+1.06	9954	32.62½	33.25	32.25	33.00
5.25	3.05	Hoyle	21886	5.00	5.25	4.95	5.25
64.00	39.25	Hud. Bay 3.00	8655	61.75	64.00	62.00	63.00
.28	.15	Hugh-Pam	nil	...	B.17	A.18	.17
1.50	.60	Indian Chem.	nil	...	...	A1.29	1.40
.10	.05	Indian L.	41600	.07½	...	...	.28
.87	.40	Inspiration	24500	.19	.19	.16½	.18½
.69	.10	Int. Ceramic	13100	.55	.57	.53	.53
94.75	69.37½	Int. Nick'l 2.60	11835	93.25	94.25	91.25	91.25
.72	.18½	Int. Ranwick	50100	.34	.35½	.31	.31
4.25	.52	Irish Cop.	126413	4.03	4.10	3.95	4.00
2.55	1.40	Iron Bay	4000	2.40	2.43	2.30	2.40
.74	.25	Iso Uran	194380	.71	.74	.60	.63
.36	.10	Jack Waite	4230	.11	.13	.12	.12
2.90	1.90	Jacobus	25625	2.49	2.45	2.25	2.35
.94	.35	Jaye	7625	.43	.47	.42	.43
.23	.10	Jellicoe	69364	.19	.19	.16	.16
.34	10½	Joburke	91750	.22	.22	.20	.20
.44	.30	Joliet Que.	17400	.35	.35	.31	.31
.24	.08	Jonsmith	152900	20½	.22	.20	.21½
.79	.38	R. J. Jowsey	18618	.62	.64	.61	.62

K, L

.14	.05	Kenville	72200	.13	.13½	.11	.11½
21.00	14.75	K.-Addison .80	7604	19.25	19.50	19.12½	19.25
3.25	.95	Kilembe	25000	2.75	3.05	2.73	2.85
.74	.17	Do. warr.	241112	.33	.38	.17	.21½
.36	.12	Kirk. Min.	76143	.66	.69	.62	.65
.14	.05	Kirk. Town.	3000	.11	.11	.11	.11
.52	.01	Kontiki Ld.	5500	.07	.08	.07½	.08
31.25	14.75	Koot. Base	nil	...	B.02	...	.02
1.23	.90	Labrador .25	6076	31.00	†31.50	30.50	30.50
.50	.19	Lake Cinch	9600	1.08	1.18	1.05	1.17
.12	.07	L. Dufault	13900	1.30	1.39	1.21	1.30
.50	.16	L. Lingman	2500	.09½	.09½	.09	.09
5.25	3.90	L. Osu	10500	.23	.25	.24	.25
6.00	.15	L. Shore	3400	.50	5.00	5.00	4.75
3.75	2.75	La Luz	3490	4.50	6.00	4.55	5.50
1.63	2.20	Lamaque .20	545	3.25	3.30	3.30	3.30
.50	.95	Latin Am.	nil	...	B.30	...	3.30
.16	.06	Leitch G.	29350	1.56	1.61	.50	.50
.27	.03½	Lexindin	15000	.13	.14	.12½	.12½
.08	.04	Lingside	18000	.06½	.05½	.04	.04½
.18	.08	Lithium	nil	...	.07	.06	.06½
2.50	1.50	Little L.	4285	2.18	B.10	...	....
.63	.30	Lorado Ur.	29350	.36	2.20	2.13	2.15
.16	.07	Do. warr.	7200	.09	.37	.33	.35½
.67	.15	Louvicourt	14000	15½	.17	.16	.16
.19	.05	Lyndhurst	66200	10½	10½	.09½	.10
....	....	Lynx Yk.	93000	.18	.19	.14	.15

M

3.20	2.40	Macassa .12+1.03	1680	2.80	2.80	2.66	2.70
.35	.20	MacDonald	67700	.48	.48	.35	.35
1.47	.90	Macfie	47300	.12	.12	.09	.10
....	....	Macleod	11820	1.20	1.25	1.18	1.18
1.70	.04	Madsen R.L. .10+1.10	15600	2.95	3.00	2.90	2.95
.93	.03	Magnet	233680	.08½	.13	.09	.13
1.30	.92	Majortrans	14000	.04	.05	.04½	.05
.17	.06½	Maleartic	15000	1.05	1.09	1.05	1.08
.93	.23½	Manalgo	103320	.09½	.10	.08	.08½
2.05	.03	Marcon	4625	.21½	.39	.28	.31
.45	.10	Maritimes	443100	1.90	1.98	1.80	1.62
.69	.08½	Marpic	61500	.17	.19	.16½	.18½
94.75	.15½	Massberyle	nil	...	.31	.28	.29
.72	.12	Matachewan	24500	.19	.19½	.17	.17½
4.25	.52	Maybrun	74618	.24	.25	.30	.32
2.55	1.40	McIntyre 2.00+11.00	370	88.50	89.87½	88.00	88.50
.74	.25	Iso Uran	4000	2.40	2.43	2.30	2.40
.36	.10	Jack Waite	194380	.71	.74	.60	.63
2.90	1.90	Jacobus	4230	.11	.13	.12	.12
.94	.35	Jaye	25625	2.49	2.45	2.25	2.35
.23	.10	Jellicoe	7625	.43	.47	.42	.43
.34	10½	Joburke	69364	.19	.19	.16	.16
.44	.30	Joliet Que.	91750	.22	.22	.20	.20
.24	.08	Jonsmith	17400	.35	.35	.31	.31
.79	.38	R. J. Jowsey	18618	.62	.64	.61	.62
.14	.05	Kenville	72200	.13	.13½	.11	.11½
21.00	14.75	K.-Addison .80	7604	19.25	19.50	19.12½	19.25
3.25	.95	Kilembe	25000	2.75	3.05	2.73	2.85
.74	.17	Do. warr.	241112	.33	.38	.17	.21½
.36	.12	Kirk. Min.	76143	.66	.69	.62	.65
.14	.05	Kirk. Town.	3000	.11	.11	.11	.11
.52	.01	Kontiki Ld.	5500	.07	.08	.07½	.08
31.25	14.75	Koot. Base	nil	...	B.02	...	.02
1.23	.90	Labrador .25	6076	31.00	†31.50	30.50	30.50
.50	.19	Lake Cinch	9600	1.08	1.18	1.05	1.17
.12	.07	L. Dufault	13900	1.30	1.39	1.21	1.30
.50	.16	L. Lingman	2500	.09½	.09½	.09	.09
5.25	3.90	L. Osu	10500	.23	.25	.24	.25
6.00	.15	L. Shore	3400	.50	5.00	5.00	4.75
3.75	2.75	La Luz	3490	4.50	6.00	4.55	5.50
1.63	2.20	Lamaque .20	545	3.25	3.30	3.30	3.30
.50	.95	Latin Am.	nil	...	B.30	A.35	.35
.16	.06	Leitch G.	29350	1.56	1.61	.50	.50
.27	.03½	Lexindin	15000	.13	.14	.12½	.12½
.08	.04	Lingside	18000	.06½	.05½	.04	.04½
.18	.08	Lithium	nil	...	.07	.06	.06½
2.50	1.50	Little L.	4285	2.18	B.10	...	....
.63	.30	Lorado Ur.	29350	.36	2.20	2.13	2.15
.16	.07	Do. warr.	7200	.09	.37	.33	.35½
.67	.15	Louvicourt	14000	15½	.17	.16	.16
.19	.05	Lyndhurst	66200	10½	10½	.09½	.10
....	....	Lynx Yk.	93000	.18	.19	.14	.15

M

.04½	.02	Valley Ex.	nil	...	B.02½	...	.02½
.11	.05	Valor	900	.09	.08	.07	.08
1.80	.01½	Van'da '48	1000	.02	.02½	.02½	.02½
34.00	21.00	Ventures .50	5630	33.50	34.00	32.25	33.37½
2.35	1.15	ViolaMac	37325	1.80	2.00	1.78	2.24
.34	.14	Virginia	36700	.28	.28	.21	.22
8.45	5.15	Waite A. 1.20	3130	7.55	7.70	7.50	7.50
.05½	.02½	Weedell	13000	.03½	.31	.26	.26
.20½	.06½	Werner Lk.	26000	.03½	.03½	.03½	.03½
.41	.20	West Ex.	27600	.37	.20	.13½	.17
.09½	.05	West Maj.	13300	.07	.07½	.36	.37
.18	.07	West Min.	nil	...	.07½	.06½	.07½
2.60	.86	Westville	17400	.09½	B.11	A.14	.12
1.85	.30	Willroy	51550	.09	.10	.09	.10
.67	.13	Do. warr.	4600	1.60	2.19	1.85	1.86
.11½	.05	Wilcy C.	70100	.17	1.60	1.40	1.40
.20	.12	Winchester	8000	.08½	.17	.16	.16
1.70	.01	Windfall	7814	.15	.09	.08	.08
	1.20	Wpg. R. Tin	3050	.02	.16	.15	.15
		Wright-Har.	6580	1.50	.02	.02	.02

Y, Z

.10	.05½	Yale Lead	86600	.35	.37	.30	.30
.64	.53	Yellorex	6100	.09½	.08½	.08	.08
.86	.53	Yk'e Bear	145895	1.47	1.56	1.33	1.45
.09	.03½	T. G. Young	31950	.78	.80	.70	.78
.76	.54	Yukon-C.	7366	.06½	.07	.06½	.06½
.62	.16½	Zenmac	12100	.75	.72	.66	.72
.35	.11½	Zulapa	24100	.32	.07	.06½	.07
....	....	...	3775	.30	.31½	.29	.30

Oil Stocks

.29	.13	Acme .01	12700	.20	.21	.20	.21
1.02	.45	Ajax	19400	.82	.83	.73	.76
.61	.02	Albedena	349233	.09½	.10	.09	.09½
.32	.02	Alta. P. Con.	78897	.55	.60	.48	.57
.23	.27	Aldina	24200	.11	.13	.10	.10
.60	.15	Allied Roxana	20550	.41	.43	.40	.40
2.30	....	Amalta	nil	...	.66	.61	.65
4.10	2.30	Amer. Leduc	44400	.16	B.03	A.05	.03
2.00	1.00	Amurex	nil	...	.18	.15	.18
.26	1.00	Anaconda	49400	.11	B3.25	A3.70	3.10
11.37½	.13½	Anchor	145	1.10	1.00	1.00	1.00
.07	8.25	Anglo-Am.	26800	.19½	.20	.18	.19
2.25	.03½

Yukon Cons. Gold Profit Off

Yukon Consolidated Gold Corp. had an estimated net profit of $177,000 in 1958. This includes cost-aid estimated at $135,000 and allows for taxes of $27,000. It is after $99,000 write-offs.

In 1957, Yukon Consolidated had a net profit of $227,524 including net cost-aid of $12,908.

In 1958, seven dredges produced $1,671,802 of gold from 6,130,347 cu. yd. The hydraulic operation on Paradise Hill produced $115,961 and a new operation on Dominion Benches in the Yukon combining hydraulic and mechanical methods produced $104,968.

Company redeemed preferred shares Dec. 23, 1958 issued as a stock dividend and liquid assets at the end of the year amounted to $2,190,000, excluding cost-aid receivable.

Worth Noting

Financing agreements and changes in financing deals, major changes in capital, filing statements are listed as reported by the Toronto and Montreal exchanges, Ontario Securities Commission.

KENVILLE GOLD MINES, TSE filing statement, acquisition of 20 claims in Lac Frotet region of Mistassini area, Que.

CHIB-KATKAND COPPER MINES, TSE filing statement covering underwriting of 300,000 shares at 17c per share, and options granted on further 600,000 shares at 22c to 40c a share; company will receive 250,000 vendor shares and will purchase 250,000 shares **La-Chib Mines** at 10c a share and has options on further 750,000 shares at 10c to 17½c a share.

LYNX YELLOWKNIFE GOLD MINES, TSE filing statement covering underwriting of 400,000 shares at 15c a share and options granted on further 600,000 shares at 20c to 25c a share; acquisition of 46 claims in Mattagami area of Quebec.

CALALTA PETROLEUMS, option installment covering 150,000 shares at $1 per share not exercised, agreement terminated.

QUEBEC ASCOT COPPER CORP. payment received covering option installment of 100,000 shares at 50c a share.

QUONTO PETROLEUMS, TSE filing statement covering underwriting of 400,000 shares at 15c a share and further 200,000 shares at 20c a share.

DUVAN COPPER MINES release of 423,665 shares from escrow; balance of 490,396 shares still in escrow.

NICKEL MINING & SMELTING CORP. underwriting of 200,000 shares at 75c a share and options granted on further 800,000 shares at 75c to $1.50 per share; shareholders to be offered rights to purchase stock at 65c a share on basis of one right for every two shares held, rights expire April 30.

SLOCAN VAN ROI MINES release of 250,000 shares from escrow, balance of 945,000 shares remain pooled.

CASTLEBAR SILVER & COBALT prospectus filed covering underwriting of 250,000 shares at 10c a share and 250,000 shares at 12½c a share.

EGO MINES prospectus filed covering underwriting of 200,000 shares at 15c a share and 200,000 shares at 20c a share, options granted on further 600,000 shares at 25c to 35c a share.

AUGUSTUS EXPLORATION release of all escrowed shares.

BLACK CROW MINES release of 150,000 shares from escrow.

LAMBTON COPPER MINES release of 209,100 shares from escrow.

ANNOUNCEMENT

W. WARREN BRADLEY

Mr. R. J. Gilchrist, Managing Director, Morden & Helwig Limited, announces the appointment of Mr. W. Warren Bradley as Branch Manager and Supervisor of Windsor and Leamington Offices.

Mr. Bradley was elected a Director of Morden & Helwig Limited at the recent Annual Meeting of Shareholders.

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Dom. Electrohome	$18⅝	$51.00	173%
Salada Shirriff *(split 3 for 1)	*5½	*16¾	245%
Bateman Bay	.35	1.28	265%
Geco	8.50	24.50	188%
Merrill Island	.85	1.90	123%
New Mylamaque	.66	2.37	259%
New West Amulet	.28	.90	221%
Place Oil & Gas	.43	1.24	188%
Willroy	1.08	2.60	140%

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Taking Stock

What's going on in the mining and oil markets — the facts and rumors.

By FRANK KAPLAN

A flurry of buying interest spurted through previously ignored western oil stocks this week. It was sparked by speculative reports that the U. S. was planning to ease recently imposed import restrictions on Canadian oil.

But the speculation hadn't become fact by mid-week. The result was disappointment by western oil stock buyers and a gradual loss of gains. In addition, crude oil price cuts will likely hit at future operations.

However, the brief flurry did point up what good news could do to the price outlook of the oils. Prior to the latest boost, they were trading at about the lowest levels since last December and were down about 10% from their highs as measured by the Toronto Stock Exchange western oil index.

	Latest Price $	Recent High $	Mid-March $	1958-59 High $	1958-59 Low $
Bailey Selburn	8.75	9.20	8.65	12	7.50
Central Del Rio	7.60	8	7.50	9.55	6.10
Great Plains	15½	17¼	16	21¼	15
Home Oil	18¾	19⅞	18½	22⅛	14
National Pete	4.20	4.60	3.45	4.60	1.50
Pacific Pete	15½	15¾	14⅝	21⅜	14

* * *

Petrol Oil & Gas is pushed down to $1.68 from $2.22 in mid-March as speculative interest in company's holdings in two areas receives blows. In the Berland River area, latest well drilled by B-A Oil suspends operations. In the Simonette River area, Shell gives up on its current driller.

Britalta Petroleums picks up almost a million acres in northern British Columbia where it plans preliminary exploration programs. At $2.99, Britalta edges ahead from a recent $2.85 level.

Western Decalta increases its cash flow but has a net loss of $376,565 in 1958, compared with a loss of $199,773 the previous year. **Sapphire Petroleums** flurries briefly to $1.36 from about $1 for no ready reason. The company is interested in **New Mylamaque Explorations,** a mining prospect, which bounces to $1.99 from $1.85 after sagging from $2.37 high.

* * *

AMONG THE MINES—activity slackens as speculators and traders try to straighten out accounts for the annual audit. Juggling of holdings (usually selling to bring about a cash position in an account) puts steady downward pressure on lower-priced stocks. Copper price holds steady but lead is cut ¼c to 10¼c lb. by **Cons. Smelters.** Smelters drops to $20¼ from recent $21¼.

Consolidated Halliwell, working on a copper property in Haiti, gets hit with heavy selling (200,000 shares from one broker, says the street) as it drops to 77c from a recent 90c level.

Radiore, last week's one-day wonder on drilling rumors, settles to $1.17 as the company reports cutting massive zinc and fair copper mineralization over 55 ft. Rumor that drove the stock from 75c to $1.50 within an hour was along the lines of 200 ft. of "take your pick" sensational values. But it's another promising property in Mattagami.

* * *

D'Aragon Mines, about 10 miles west of Radiore, also reports cutting mineralization in a drill hole. The stock surges to 74c from around 50c but quickly drops back to 54c with speculators waiting for something more definite than "core is being sent out for assay."

Falconbridge Nickel is latest in the annual report parade with profit of $1.88 a share down from $2.65 a share in 1957. Drop is the result of lower metal prices, higher writeoffs and income taxes. Falconbridge shares at $28½ are down from a recent $32 high.

International Nickel, kingpin in the nickel industry, comes down to $90¼ from a recent high of $94¾. **Sherritt Gordon** at $4 compares with $4.30. **Nickel Rim,** a former producer, climbs to $1.15 from around $1 as **Nickel Mining & Smelting** is revived. Nickel Rim has a large interest in Nickel Mining which firms to $1 then slips back to 94c.

* * *

More news in nickel is in two drilling bets, one well advanced. **Quebec Ascot** keeps coming up with interesting copper-nickel drill results from its property near Noranda, Que. Latest results give assays ranging from 1.09% to 4.55% copper and .60% to 4.52% nickel. Quebec Ascot shares at 65c are down from a recent 72c top but rebound from 59c.

In the Setting Lake area in Manitoba, **Consolidated Marbenor** steps up activity in its joint drilling program with **National Malartic.** Teasers in drilling prompt the company to bring in a third drill to cover more ground. Marbenor shares at 39c are off from about 45c.

Jacobus Mining edges ahead against the market to $2.15 from $2 but is still down from a recent $2.50 level. Company has put more than $500,000 into its subsidiaries—$400,000 to Metal Atomizing (just going into production), and $154,500 for work on a molybdenum property.

Company Report

Mining

FALCONBRIDGE NICKEL MINES had a net profit of $7,053,209 or $1.88 a share in 1958. This is down 29% from the previous year when net was $9,953,479 or $2.65 a share.

The decline in earnings resulted from lower metal prices, higher write-offs and higher provision for taxes, H. J. Fraser, president, reports.

Record deliveries of metals failed to offset the lower prices. Nickel deliveries rose 3½% to 48,509,000 lb. and copper sales climbed 22% to 30,896,000 lb.

Provision for depreciation rose $640,000 during the year of which $400,000 reflects write-offs of two mines with a short life. Write-offs of preproduction expenses and development expenses rose by $657,000 largely due to an increase in the rate from $1.75 to $2 per ton.

A special write-off of $3.5 million was made on preproduction expenditures. The action follows similar move in the previous year resulting from the effect of revenue from premium price contracts on earnings. Because of the substantial boost given to earnings by the premium price contracts, the company has decided to make the special write-off again.

For the first time in several years provision for income tax was made and Mr. Fraser notes that as capital expenditures are falling, these provisions may be anticipated in the future.

Expansion program to an annual capacity of 55 million lb. of nickel was completed. The new smelter was started Jan. 16, 1958, and operated satisfactorily during the year, the report states.

Ore production totaled 2,087,190 tons from the company's mines, up 76,000 tons from 1957. Ore purchased from **Norduna Mines** offset the reduction of production from Fecunis mine which is operated by **International Nickel** and was affected by the three-month strike.

Exploration activity other than in the Sudbury area was carried out in Ontario, Manitoba, and Quebec but nothing of significance was turned up. Some work was also done in the Dominican Republic.

Ore reserves at the year end totaled 43,892,750 tons grading 1.45% nickel and 0.81% copper. This includes indicated ore in the Sudbury district only, and proven ore at Falconbridge, East, McKim, Hardy, Longvack, and Fecunis mines. At the end of 1957, reserves were 45,775,900 tons grading 1.44% nickel and 0.79% copper.

CONS. INCOME ACCOUNT

Years Ended Dec. 31:	1958 $	1957 $
Metal sales	56,755,666	57,920,755
Less: Oper. exps.	32,039,508	31,368,057
Oper. profit	24,716,158	26,552,698
Add: Profit on secs. & f.x.	205,303	363,146
Other income	369,427	234,174
Net earnings	25,291,388	27,150,018
Less: Taxes	1,400,000	635,000
Def. devel. w/o	4,175,256	3,518,063
Preprod. exp. w/o	3,500,000	3,500,000
Interest	1,519,042	1,583,142
Depreciation	6,315,389	5,873,913
Outside explor. & dev.	1,128,332	1,482,194
Contrib., Maritimes shs.	.....	602,225
Net profit	7,053,209	9,953,479
Less: Dividends	4,507,526	4,507,526
Surplus for year	2,545,683	5,445,953

Note—The total depreciation and preproduction expenditures which will have been claimed for 1957 and prior years will be in excess of the amts. chgd. in the accounts by approx. $2,697,000. When this amt. is w/o to earnings it will not be deductible for tax purposes.

Earnings per Share and Dividend Record:		
Earned	$1.88	$2.65
Paid	1.00+0.20	1.00+0.20
Shares o/s as at Dec. 31:		
Common, n.p.v.	3,756,272	3,756,272

CONDENSED CONS. BALANCE SHEET

As at Dec. 31:	1958	1957
Cash & deposits	$1,099,521	$316,914
Accts. rec.	4,809,705	6,864,807
Govt. bds. at costa	13,439,525	7,910,947
Refin. met. cost	2,328,634	1,561,168
Inc. tax recov.	.....	386,097
Matte, etc.	6,030,932	5,675,443
Total curr. assets	27,717,317	22,715,376
Supplies, etc.	4,573,519	4,477,060
Develop. exp.	2,487,870	6,074,143
Other assets	546,885	559,798
Adv. to assoc. co.	593,394	753,310
Invest. in subsid.	326,994	326,994
Misc. invests.	1,678,952	1,620,152
Mine prope.	3,973,716	3,971,235
Plant & equip.*	33,313,986	36,696,336
Total assets	75,212,633	77,198,409
Accts. pay., etc.	2,834,477	4,055,751
Long-term liab. payts.	4,000,000	3,000,000
Advance metal rec.	558,203	801,300
Tax. pay.	1,505,671	918,902
Total curr. liab.	8,898,351	8,775,953
Advance metal rec.	418,327	1,072,334
1st mtge. bonds	23,000,000	27,000,000
Loan (sec.)	125,277	125,277
Capital stock	12,214,125	12,214,125
Surplus	30,556,353	28,010,670
*After depr. of	39,399,307	33,296,967
aWith approx. same market value.		
Working capital	18,818,966	13,939,423

More Dividends Ahead From Rio Tinto Group?

The **Rio Tinto** group of uranium companies in the Blind River camp are shaking down with bright prospects of bigger payout to investors.

Highlights of the recent annual meetings were:

- Possibility of second dividend from **Pronto** this summer.
- **Algom** may pay a dividend after April 30.
- **Preston** will likely follow Algom with a payment.
- Major cost struggle is underway at all the operations and gaining ground.

The meetings were quiet and sparsely attended, probably reflecting lack of investor enthusiasm for uranium.

Here are the major developments at each meeting:

Northspan Uranium Mines, reeling from large cost overruns is stepping up the drive on costs. Major step in the program was the decision to close the Spanish American mine.

Lacnor and Panel mines don't make up the difference as yet. But over-production last year means they have until July, when they are expected to be turning out 445,000 lb. U_3O_8 per month. Additional ore may come from **Milliken Lake** under an old agreement with Lacnor.

Costs at Lacnor were pushed down to $10.09 in February compared with last year's average of $12.93, W. P. Arnold, managing director, reported. Recovery has climbed from 1.56 lb. per ton to 1.8 lb. Main factor in the lower costs is the switch to track mining from trackless. This should be nearly complete by mid-year.

At Panel, costs dropped to $11.87 in February against $13.35 last year. Conversion to track haulage is well underway and will permit boost in grade of millfeed. Current grade is about 1.68 lb. per ton and should rise to 2.1 lb. with the new methods, Mr. Arnold stated.

The two mines had a gross operating profit of $3,186,875 in the first two months this year.

Milliken Lake expects to start retiring funded debt this month after getting the short term financing out of the way.

Operating at slightly above capacity to permit holiday and maintenance shutdowns, the company turned out a net profit of $33,000 in the first two months of this year. Gross revenue amounted to $3,614,000 from the milling of 182,000 tons of ore.

Costs are being trimmed. In the first two months this year they dropped to $10.83 compared with $11.23 in the late months of 1958, R. D. Lord, managing director stated.

Pronto shareholders, with the mine running smoothly, concentrated on dividends and contract possibilities.

By summer the company may be able to declare a second dividend, W. H. Bouck, president, said. Initial 75c dividend payment was made last Dec. 19.

Asked about a contract extension from the present Dec. 31, 1960 termination Mr. Bouck stated that "chances were good."

January and February operations resulted in a net profit of $429,000. Gross production totaled $2,048,000.

Algom Uranium Mines has an eye on post-contract sales in its effort to trim costs. Low costs will be the key to such sales, W. P. Arnold, managing director, reported.

Costs at the Nordic mine have been cut to $10.25 per ton compared with last year's average of $11.33. At the Quirke mine, the February cost was $9.98 against last year's $11.59. Reduced development and revisions in the mill were behind the drop. Conversion to track haulage means better grade control can be achieved, resulting in lower costs.

After April 30, the company will be able to pay out dividends as the financial position may warrant, W. H. Bouck president stated. The major restriction will be removed when the funded debt is redeemed on that date.

Preston East Dome shareholders were told to watch for dividends from Algom. Only from payments received on its 65% interest in Algom would Preston be able to pay dividends, W. H. Bouck, president, said.

On its own gold operations the company had an operating profit including cost-aid of about $41,500 in January and February. Gross revenue totaled $410,000.

The ore position has been improved through the purchase of adjacent property of **Midcamp Mines** for total of $250,000. Between 300,000 and 400,000 tons will eventually be added to Preston reserves. But development will take between 12 and 14 months.

BREAD PRICE SET

From Our Own Correspondent

SAINT JOHN — The battle of bread has ended. Price increases put into effect last December have been approved by the Board of Commissioners of Public Utilities of New Brunswick. Bread sells for 24c for a 24-oz. loaf and 22c for a 20-oz. loaf.

The Diamond-Drilling contract has been awarded to Heath & Sherwood Drilling Limited, and they are trucking their drilling and camping equipment over the winter road to within 15 miles of the property, from where it will be flown in by bush plane.

It is expected that all drilling equipment will be at the Company's 1400-acre Mattagami Lake property by Saturday, March 21st, and that drilling will be started by Tuesday, March 24th.

The first hole is to be drilled at an angle of 50°, in a southerly direction, to a total footage of 500 feet, on Conductor Zone "A", in the southern section of the property.

This conductor, which is 2400' long, with a possible additional deeper extension of 1200 feet, is, at its western end, less than 2 miles from the location of the discovery of a boulder on a nearby island, which assayed 2.6% copper, with traces of gold and silver, and which is believed to have originated from the general area of the Company's property.

A McPhar man will be at the property throughout the execution of the entire drilling program, and by means of a two-way radio, the Company will be in daily touch with its drilling operations.

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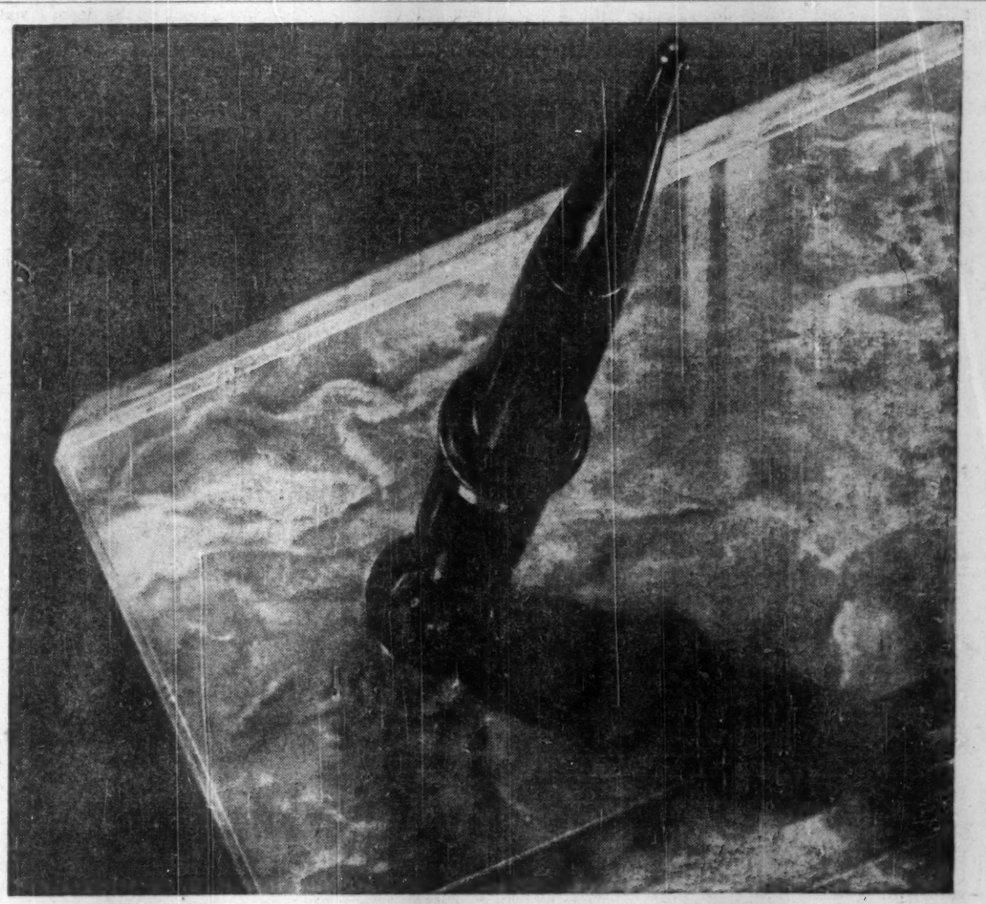
Incidentally, first issue of "GROWTH FACTORS" will be in the mail early in April, with successive issues following each month thereafter. Rate for new and regular subscribers, as we said, is $1 per issue in Canada and the U. S. For airmail service to clients in Australia, England and Europe—$2.50. South America and Africa—$3. Asia—$4. Rates for non-subscribers—$4 (plus above additional cost if overseas) and $35 annually for 12 issues. NOTE: Trial 60-day subscription to THE CANADIAN FORECASTER alone is $5 ($5.50 airmail), annual $45. Write to our Canadian office, 231 Examiner Bldg., Calgary, Alberta.



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Manitoba Bans 'Shoe' X-Ray

From Our Own Correspondent

WINNIPEG — Shoe-fitting X-ray machines and fluoroscopes have been banned in Manitoba, except when used by qualified physicians or radiographers.

The decision has been taken because of an increasing conviction among health officials of the province that X-ray dosage of young people should be kept to a minimum.

Children under 15 will not in future be given mass X-ray tests for tuberculosis unless there is a history of family disease or contact.

Copper's Next Move:

38 CENTS FOR THE RED METAL?

By our calculations, the latest flurry of activity in copper futures constituted only a warmup for far stronger movements which still lie ahead as this most-volatile of metals steps up the velocity of its 1958-60 advance. A top which was completed in two days early last week — and torn apart with equal rapidity toward the weekend — has demonstrated this new velocity to perfection.

In case you were wondering if it was the end of the copper market, don't give it a second thought. A manoeuvre of such speed is called a shake-out, and a shake-out is designed to take weak holders out of the stock or commodity during an advance — thereby increasing upside price potentialities.

The next few Cronenberg letters will discuss copper movements and stocks in detail.
Send $5 for an eight-week trial subscription to this weekly Canadian advisory series.

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IOCO Expansion Drive Swings to Special Iron

$150 million Carol Lake plant heads for 1962 output . . .

A major policy switch that emphasizes the importance of tailor-made iron ore has been made by the complex of Canadian and U. S. companies which make up **Iron Ore Co. of Canada.**

The decision to push ahead with a $150 million development of low-grade deposits at Carol Lake has important significance for other concentrating-type deposits in Canada.

Iron Ore Co. is by-passing vast tonnages of direct-shipping ore to swing over to concentrated material to meet the demands of steelmakers for tailor-made feed for their furnaces.

In addition, it was revealed that **Bethlehem Steel** — the second largest steel producer in the U. S. — has become part of the IOCO operation. Bethlehem owns and operates an iron deposit at Marmora, Ont.

Bethlehem's interest is not known, but there are unofficial reports that **Republic Steel** sold part of its holdings to Bethlehem and **Hanna Mining.** Other partners include **Armco Steel, National Steel Corp., Wheeling Steel, Youngstown Sheet & Tube, Hollinger Cons. Gold, Labrador Mining, Hollinger North Shore** and **M. A. Hanna Co.**

Iron Ore Co. will also push harder for possible European markets with completion of new dock facilities at Rotterdam. It is about doubling capacity of its power plant near Knob Lake.

All existing IOCO production is direct-shipping material grading better than 50% iron. Unofficial estimates have placed IOCO reserves of rich ore at up to at least one billion tons.

Yet IOCO wants to participate in building a 42-mile railway line, build a pilot plant then a production plant to produce six million tons of concentrates annually, a town to house 3,500 people, a power plant and other needed facilities to get at ore running 30%-35% iron.

Target date for production at the plant is 1962.

Carol Lake has been estimated to contain about two billion tons of coarse ore which can be easily concentrated into a 63% iron product. Two tons of ore will be needed for each ton of concentrate.

In this move, IOCO is recognizing a growing world-wide pattern that may lead to an explosion of development activity in other Canadian low-grade iron deposits particularly in northwestern Ontario and Ungava.

This pattern of demand for a more-finished ore was reflected by the ability of **Algoma Ore Properties** to maintain sales of its iron sinter last year despite a general steel industry recession which hit hard at shipments of Iron Ore Co. and other Canadian producers of direct-shipping ore. IOCO ore shipments sagged to 7.8 million tons in 1958 from 13 million in 1957.

Another major iron ore project, also based on concentrating ore, is **U. S. Steel's** $250 million development in Quebec at Mount Reed, scheduled to start production in 1961.

Carol Lake development will move faster than work at nearby Wabush Lake by a group headed by **Pickands Mather.** The Wabush Lake deposit is leased from **Canadian Javelin** by the Pickands group. So far, the developers maintain they are only exploring and have not made any decision on possible production for **Wabush Iron.**

However, a link to the **Quebec North Shore & Labrador Railway** will serve both Carol Lake and Wabush Iron. Negotiations are under way for IOCO to share cost of this short line with the Newfoundland government and Wabush Iron. Carol Lake and Wabush Iron together could mean expenditures of $400 million in this northern area.

IOCO schedule at Carol Lake is construction of a pilot plant this summer, a railway spur next winter and then the remaining facilities. Rail spur will connect at a point about 220 miles north of Sept Iles on the Gulf of St. Lawrence. Direct shipping ore moves from the Schefferville area about 360 miles to the extensive dock facilities at Sept Iles.

Other significant moves affecting Iron Ore Co. were revealed in the annual report of **The Hanna Mining Co.** This **U. S.** firm has a 20% interest in IOCO and is part of the **M. A. Hanna** industrial empire which includes steel, coal, iron, shipping interests.

M. A. Hanna has 278,000 shares in **Algoma Steel Corp.** The **Lowphos Ore** property near Parry Sound, Ont. (swinging into production this year) is also part of the Hanna group.

IOCO is about doubling the capacity of the Menihek power plant about 330 miles from Sept Iles. This plant had an initial capacity of 12,500 hp. Work started in 1958 and will be completed in 1960. New housing and other expansion in facilities is slated to be completed this year.

The Hanna report also reveals plans to push for European markets for Quebec-Labrador iron ore. In 1958, two million tons of ore was sold to Britain and Europe.

A dock at Rotterdam (a joint venture of Hanna and a Dutch firm) will be completed shortly. The first shipment of ore was unloaded at this dock in January. First ore from Sept Iles will arrive in May and full facilities at this dock will be in operation in October.

There will be room for storage of 1.5 million tons of ore to be sold to European steel producers.

Sink Shaft In Search For Iron

Stepped-up activity began this week at the Northern Ontario Iron property of **North American Rare Metals.**

Immediate objective is to sink a shaft and complete lateral work, states W. A. Carter, general manager.

The underground iron prospect is located in Scholes township near Temagami in the heart of Ontario's tourist country.

It lies about 38 miles east of **Lowphos Ore** open pit operation which will get into production next week.

The shaft, to depth of 1,250 ft. will give access to the magnetite iron formation which lies below some 700 ft. of barren rock.

A program of 4,000 ft. of lateral work and horizontal diamond drilling will probe the extent of the deposit and provide ore for metallurgical tests.

Also included in the $1 million exploration and development program is a pilot plant operation which would test the development ore, Mr. Carter stated.

Drop Three-Way Merger: Nickel Mining Goes Alone

Nickel Mining & Smelting is going out on its own in another attempt to get rolling its Gordon Lake nickel-copper property and Chicoutimi smelter plans.

Formerly Eastern Mining & Smelting, the company had planned to merge with **Nickel Rim Mines** and **Canalask Nickel.** This merger was postponed when Nickel Mining had to defer plans for financing its Chicoutimi smelter and markets for nickel and copper became glutted. Nickel Rim controls Nickel Mining.

G. H. Johnson, president of Nickel Mining, told **FP** the merger proposal now has been dropped.

"We feel Nickel Mining's Gordon Lake property will prove up enough ore to justify the company going on alone with a nickel smelter," he said.

At Gordon Lake, about 60 miles north of Kenora, Ont., Nickel Mining has outlined some 3.5 million tons grading 1.2% nickel, 0.61% copper, and platinum group metals of 0.22 oz. a ton.

First step in revival of activity is deepening of Gordon Lake mine workings by 600 ft. to 1,975 ft. and intensive exploration in an effort to develop at least 10 million tons. If successful, this could be sufficient to carry a smelter operation at Chicoutimi.

Nickel Mining has shipped five tons of ore for testing under the Strategic-Udy process at the Strategic plant at Niagara Falls, N.Y. This is a direct reduction process designed to produce metal from ore.

At Chicoutimi, Que., the power plant is operating at half capacity feeding power to **Saguenay Transmission.** More than $12 million has been spent on the project and all engineering and design on a smelter to produce 18 million lb. nickel annually had been worked out before the plan had to be dropped because of difficulty in raising $30 million.

Nickel Mining is planning to liquidate debts and raise money to explore at Gordon Lake. It is selling 1,083,668 shares for $856,934 and shareholders of record March 26 have the right to buy one additional share at 65c for each two shares held. Unsubscribed rights have been underwritten. At midweek, Nickel Mining shares were trading at $1.01.

Imperial Oil Plans New Plant

From Our Own Correspondent

EDMONTON, Alta. — A $2.4-million expansion program has been announced at the **Imperial Oil Ltd.** refinery at Edmonton.

The refinery, largest in the Prairie Provinces, has a capacity of 28,500 b/d.

The new plant will be designed to turn petroleum gases into a high octane component of gasolines.

Tenders have been called and work is expected to be in progress by next September. The target date for completion is April, 1960.

NOTICE OF REDEMPTION
ALGOM URANIUM MINES LIMITED
5% GENERAL MORTGAGE DEBENTURES

NOTICE IS HEREBY GIVEN that, pursuant to the terms of a Deed of Trust and Mortgage dated as of March 15, 1955 and made between Algom Uranium Mines Limited and The Royal Trust Company, as Trustee, as supplemented by supplemental indentures dated as of June 15, 1956 and August 1, 1956 each made between Algom Uranium Mines Limited and The Royal Trust Company, as Trustee, (the said Deed of Trust and Mortgage as so supplemented by the said supplemental indentures being hereinafter collectively called the "Trust Deed"), Algom Uranium Mines Limited intends to redeem and will redeem on April 30, 1959 all the 5% General Mortgage Debentures (hereinafter called the "Debentures") issued and secured under the Trust Deed which are then outstanding at the principal amount thereof together with interest on the said principal amount accrued to April 30, 1959.

Pursuant to the Trust Deed, the Debentures will become due and payable at the price aforesaid on April 30, 1959 at any branch in Canada of the Bank of Montreal at the option of the respective holders thereof and the holders of the said Debentures are accordingly required to surrender their Debentures with the unpaid coupons, if any, appertaining thereto on April 30, 1959 at one of the aforesaid places. If the provisions contained in the Trust Deed with respect to the redemption of the Debentures are complied with by Algom Uranium Mines Limited and in case the Debentures or any of them be not presented for redemption on the said date of redemption, all interest on the Debentures shall cease from and after the date of redemption above specified, namely April 30, 1959.

If the holder of any Debenture shall fail so to surrender his Debenture and the unpaid coupons, if any, appertaining thereto within 30 days after April 30, 1959 or shall not within such time accept payment of the redemption moneys payable in respect thereof or give such receipt therefor, if any, as the Trustee may require, such redemption moneys shall be set aside in trust for such holder in the principal office of the Bank of Montreal in the City of Toronto, Canada.

Pursuant to the provisions of the Trust Deed, such setting aside shall for all purposes be deemed a payment to such Debenture holder of the sum so set aside and to that extent the said Debenture and coupons shall thereafter not be considered as outstanding under the Trust Deed and such Debenture holder shall have no other right except to receive payment out of the moneys so deposited upon surrender and delivery up of his Debenture and coupons.

DATED this 17th day of March, 1959.

ALGOM URANIUM MINES LIMITED
By GEORGE BAKER, Secretary

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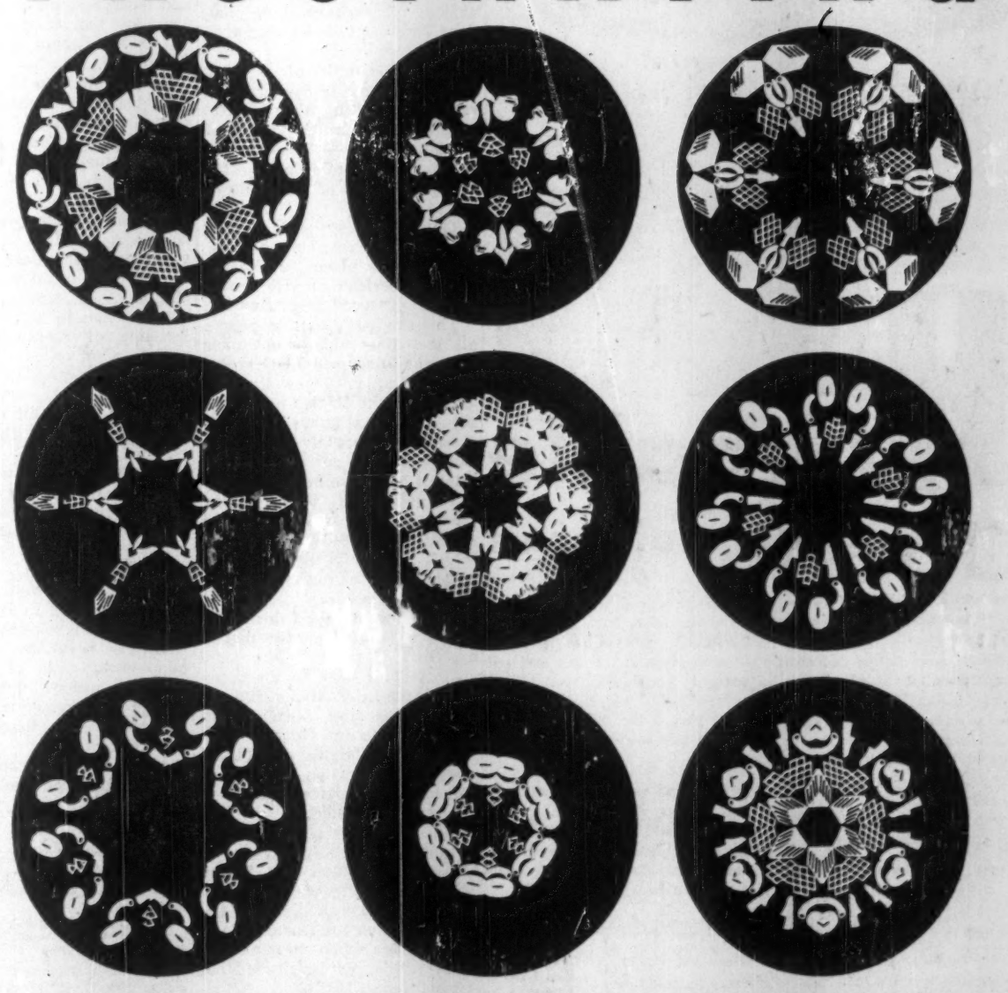

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COMMONWEALTH—U. S.

How About Same Gallon?

On July 1 we'll agree on the inch and ounce. It's time we did something about the annoying gallon. Maybe the metric system is the answer . . .

By MARCUS VAN STEEN

The six major English-speaking nations started off the new year agreeing on a common inch and a common ounce.

In England, the British Association for the Advancement of Science will spend the greater part of the year in studying the factors involved in a possible adoption of the metric system.

These are the two latest developments in an international effort to standardize weights and measures throughout the civilized world, and they come just in time for the next General International Conference on Weights and Measures, expected to be held in Paris in 1960.

This will be the 10th such conference to be held since the treaty was signed in 1875 establishing the International Bureau of Weights and Measures at Sèvres, on land ceded by the French government as international territory.

As a result of all these discussions, **international standards have been adopted for the metre and the kilogram, making possible a high degree of international co-operation, and accuracy, in scientific research.**

The English-speaking people, however, have been getting along with a weirdly awkward conglomeration of inches, yards, rods, roods, furlongs, links, chains, gills, pecks, bushels, stones, fathoms, grains, tods, pennyweights, scruples, drams, cords, arpents, hogsheads, minims, hundredweights that may be 100 or 112 pounds, tons and long tons.

To compound confusion, these measures do not differ only from country to country, but there are often variations of the same measure within each country.

Thus the apothecary's ounce is different from the tea-merchant's ounce.

The sailor's mile is longer than the railway engineer's mile.

And none of these measurements are used by British or U. S. scientists, who have been on the metric system since 1889.

"When it comes to measurements," says Dr. A. H. Hughes, who is heading the British Association's inquiry into the feasibility of adopting the metric system, "the scientists and the engineers of the English-speaking nations are not speaking the same language.

"The scientists design apparatus in centimetres and millimetres and turn the specifications over to the engineers, who laboriously transform them into fractional inches.

"This is just not good enough for this day and age, and it probably explains why the first earth satellite was sent aloft by the Soviet Union, which is a metric nation."

It was to eliminate some of the international differences that the representatives of Canada, the U.K., the U.S., Australia, New Zealand and South Africa got together in Washington last fall.

The agreement they announced on New Year's day will simplify the exchange of industrial equipment and parts among these nations.

But it leaves untouched the wide difference between the British and U. S. liquid measurements.

The British gallon, used in Canada and most of the other Commonwealth countries, remains equal to 1.2 U. S. gallons, and the British quart and pint remain similarly larger than U.S. counterparts.

As the conference communique said: "The standard U. S. gallon and the British imperial gallon are so substantially different that a compromise international gallon was not practicable."

From July 1, however, when the new agreement goes into effect, the **English-speaking nations will have exactly equal measurements of length and weight.**

The differences in these two fields were small, but significant when we consider the exact measurements required in today's industrial society.

Up to now, for example, the British yd. has been equal to 0.999997 of a U. S. yd., and other linear measurements have varied to a similar degree.

This was corrected by adopting a uniform inch, equal to 2.54 centimetres, which has been the official U. S. inch since 1933.

The British inch, expressed as 2.539996 centimetres since 1922, was also the Canadian inch until 1952, when the pressure of Canadian-U. S. industrial exchanges forced us to standardize with the Americans.

This pressure also operated at the Washington conference to bring the U. K. and the other Commonwealth nations into line.

A similar small, but significant, difference in the avoirdupois measurements used in the various English-speaking nations was solved by compromise.

The basic unit of all our weight systems is the grain, a very ancient English measure, roughly based on the weight of a grain of corn — "corn" in the English sense meaning the prevalent cereal of the countryside.

Thus, in many parts of the British Isles, "corn" means oats, and in other places, where the North American corn is known as maize, "corn" means wheat.

The English-speaking people all use the same avoirdupois table, adding up to 7,000 grains in 1 lb., but until now the U.S. grain and the British grain and the Canadian grain have all been fractionally different, meaning that our ounces and pounds have also been different.

From July 1, however, the new standard grain will be equal to .06479891 grams, which is infinitesimally smaller than any of the grain measurements now in use.

Our new standard inch and ounce are based on the metric system.

This dates back to the creation of the International Bureau of Weights and Measures in 1875, and the first General Conference on Weights and Measures in 1889 when a standard international metre and kilogram were adopted.

These were only roughly similar to the French metre and gram adopted in 1791, by which the metre was to be the one ten-millionth part of the distance from the North Pole to the equator when measured on the parallel of longitude that runs through Paris.

The gram, the basic measurement of weight, was to be equal to the mass of one cubic centimetre of pure water at the temperature of its maximum density.

At the 1889 conference the metre and gram were redefined with much greater precision.

The new international metre is measured off on a bar composed 90% of platinum and 10% iridium and deposited at the International Bureau of Weights and Measures at Sèvres, with exact copies being retained in London, Washington and the capitals of the other signatories to the 1875 treaty.

The international kilogram is the mass of a cylinder of platinum-iridium, similarly deposited.

However, the rapid technological development of the past few years is regarded as having outmoded even these standards, which have an accuracy of about 28 parts in one million.

At the 1927 conference it was shown that the metre could be measured with a degree of accuracy of one part in 10 million by using the light wave from the cadmium atom, and it is expected this standard will be adopted in 1960 — adopted, that is, by the scientists, attending the International Conference on Weights and Measures, for **there is no indication that industry, or the general public, of this or any other English-speaking nation is prepared to drop our cumbersome inches, pounds and gallons.**

The main reason for this, of course, is that we are familiar with them. We like to think of them as a traditional part of our Anglo-Saxon way of life, although actually they are not nearly as time-hallowed as many of us believe.

It is true that the names of our units of measurements go back to antiquity, but just what these names stand for has had to be defined and redefined by many acts of British parliaments and U. S. congresses right up to our own time.

As recently as 1952 the Canadian Parliament made some adjustments in Canada's weights and measures, which are supervised by the standards branch of the Department of Trade and Commerce.

An argument more powerful than tradition is that it would cost a great deal to abolish inches, pounds and gallons in favor of metres and kilograms.

Just what the cost would be is the subject of the survey being made all this year by the British Association for the Advancement of Science.

"We want to know," says Dr. Hughes, "just what the change would mean in terms of obsolescence of plant equipment, and to what extent this would be offset by greater appeal to foreign markets, and by the saving of time and effort that would come with the simpler system.

"In other words, we want to find out whether we can afford to make the change, or whether we cannot afford not to make it."

Dr. Hughes has no doubt that eventually the metric system will be adopted in Britain and the other English-speaking nations, just as it has already been adopted by most of the other civilized nations of the world, but he is almost equally certain that this will not happen during this century.

In view of the progress that has already been made, perhaps Dr. Hughes is overly pessimistic.

Rail Travel Credit Card? CNR Considering That Too

MONTREAL (Staff) — Rail travel by credit card is getting serious study from **Canadian National Railways.**

Meanwhile the big government-owned railroad has announced a go-now-pay-later plan beginning April 1.

Canadian Pacific Railway says it contemplates nothing of this type at present.

In the big picture, CNR's pacemaking venture into delayed payment — and its consideration of credit cards — is part of the intense effort by Canadian railways to find operating economies and pep up business.

It's understood CNR's look at credit cards has been long and hard. But the railway isn't yet willing to predict that it will start issuing cards good for short term on-the-cuff travel.

Its pay-later plan is available to any permanent resident of Canada who is more than 21 years of age, providing the trip originates by rail in Canada and is worth at least $100.

For 10% down, you will be able to buy one-way or return train trips anywhere in North America, combined rail and steamship trips to any overseas destination, hotel accommodation anywhere in the world and travelers cheques to cover meals and other incidentals.

The balance can be paid up to two years from the time of purchase, depending on the amount involved.

CNR follows the airlines and certain passenger vessel firms into the much-publicized realm of holidays on credit.

Some airlines report excellent volumes of pay-later business, others are lukewarm.

The idea is in its fledgling stage aboard ship, with little enthusiasm generated so far.

Bank Staff Changes

Royal:

H. F. DINNER, assistant general manager's department, Toronto, to be inspector, assistant general manager's dept., Vancouver.

A. PARKER, accountant, Barton & Ottawa, Hamilton, Ont., to be manager, Ryckman's Corners, Ont.

R. M. MITCHELL, assistant general manager's dept., Toronto, to be manager, Lake Shore Rd. & 8th Ave., New Toronto.

J. A. H. MacLEAN, accountant, Keele & St. Clair, Toronto, to be manager, Dundas & Dixie Rd., Dixie, Ont.

E. E. BRYAN, manager, Arthur, Ont., to be manager, St. Mary's, Ont.

G. H. BOAK, supervisor's dept., Halifax, to be manager, Shubenacadie, N.S.

G. G. McKAY, assistant general manager's dept., Toronto, to be assistant manager, Spadina & College, Toronto.

W. H. GREGG, accountant, Sudbury, Ont., to be assistant manager, Chatham, Ont.

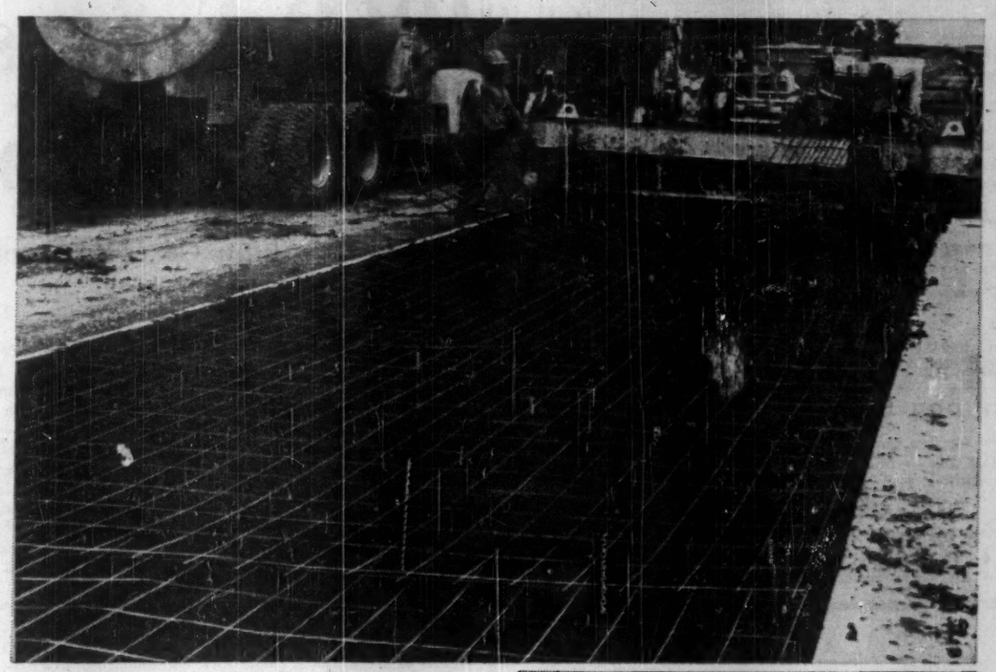
M. B. LAMBERT, assistant manager, Chatham, Ont., to be assistant manager, London, Ont.

P. O. FERRIS, accountant, Smithville, Ont., to be accountant, University & Adelaide, Toronto.

L. A. PUTNAM, Spring Garden Road, Halifax, to be accountant, Lunenburg, N.S.

P. A. SCARLETT, Bay & Temperance, to be accountant, Harriston, Ont.

A. J. G. BOUCHARD, Quebec, Que., to be accountant, Verdun & Woodland, Verdun, Que.



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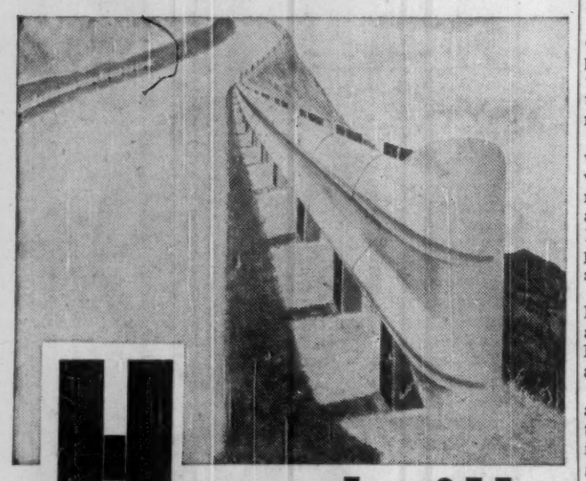

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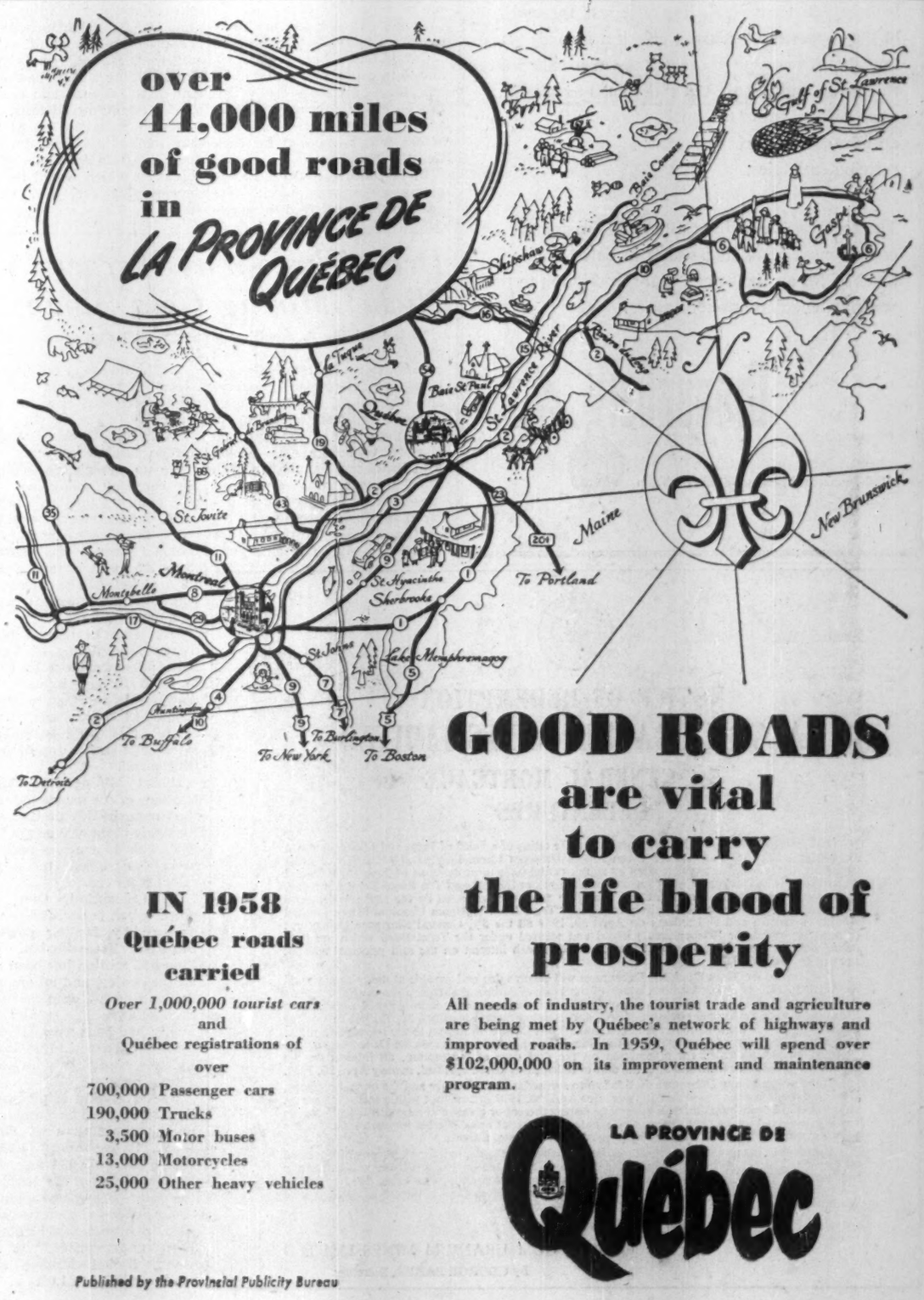

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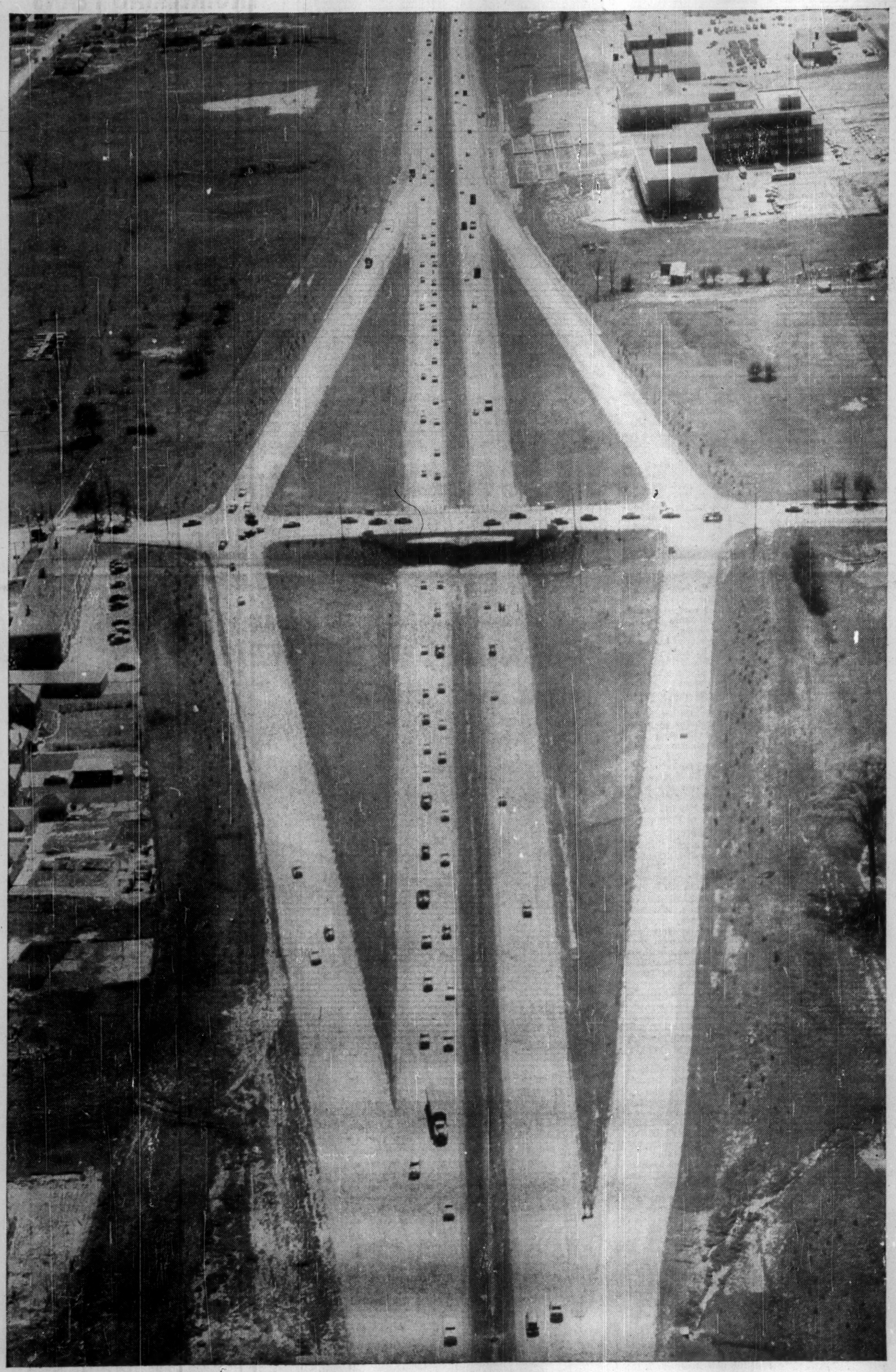
CANADA'S HIGHWAYS 1959



a feature report

There's no let-up in Canada's booming highways and roads program.

Over a billion dollars was spent on all kinds of roads across the country in the past fiscal year. With the spring, another vigorous construction program will get under way in every part of the country, with the promise of setting still one more record in an unbroken series of record years since the war.

One of the most exciting and significant prospects ahead is the roadbuilding program to be undertaken in the far north. New roads are already under construction, others are planned, which will open up virgin country through a $70 million construction scheme of the federal government.

Last year, $7 million was spent in the first major year of northern roadbuilding. The whole program will take seven years to complete — with the prospect that yet another $30 million will be available after that. This year $11 million will be spent on six major roads projects in the Yukon and Northwest Territories.

Work progresses on the Trans-Canada Highway and another $100 million is in the offing from Ottawa to push this project to conclusion.

Every province will again have substantial road-building programs under way this year. Ontario once again sets the pace with over $261 million budgeted.

Three major areas of construction — intercity highways, urban streets, northern roads, will compete for the taxpayer's dollar again in 1959.

Provincial budgets account for around 70% of the roads expenditures. Those handed down so far show larger appropriations than for 1959-60.

With a growing population, with vehicle registration expected to double in the next 10 years alone, highway budgets of the future will continue to rise steadily, with annual expenditures estimated at over $2 billion for all Canada by 1973.

With this will grow the need for development of highways and roads systems within larger regional plans for industrial, commercial and residential development. Urban road and expressway planning will have to be examined as a part of over-all urban growth. There will be no room for narrow concepts related strictly to roads needs.

Roads engineering will more and more become a highly specialized, exacting science, posing the problem of finding and attracting qualified personnel into the field.

Expenditures on general research into roads problems in Canada, estimated at $1 million for the past year, will rise and will be aimed at making roads safer, better and cheaper. Steps are now being taken to coordinate this research and there will be increasing emphasis on peculiarly Canadian problems such as construction of roads over muskeg and permafrost.

This feature report reviews the progress made in Canada's highways and roads program and outlines what's ahead for this field and for a vigorously growing motor transport industry.

Road Budgets Best Yet

Spring again signals the approach of another road construction season — probably the biggest year yet, in an unbroken succession of record postwar years.

Ontario, chief road-building agency among the 10 provinces, will spend $261.3 million on highways in the current year.

Quebec, second in annual road expenditures, has also announced substantial increases in its appropriations for the current year.

Federal expenditures in the highways field rose last year to an unprecedented $115 million, a 49% increase over the previous year. A continued rise in federal spending is expected for the current year.

The roads to resources program, under which several provinces initiated projects last year, is expected to move ahead at full speed in 1959.

A heavy schedule of construction has been prepared for development of road transportation in the Yukon and North-West Territories.

Legislation to raise maximum expenditure on the Trans-Canada Highway by $100 million to $350 million, has been passed by parliament, is now before the senate.

On a long-term basis the prospect is for continued federal aid to the provinces, even though expiry date for the Trans-Canada Highway agreements has been set for 1960.

The Canadian Good Roads Association estimates that all governments — federal, provincial and municipal — spent more than $1,000 million during the 1958-59 fiscal year on roads, streets and bridges.

Provincial expenditures are estimated at $680.5 million; federal $115.6 million and municipal $260 million.

The total is an all-time high in Canadian roadbuilding history.

Here's a breakdown by provinces:

ONTARIO:

Ontario's $261.3 million will be an increase of $8.4 million over last year's budget.

Some 220 miles of Highway 401 are now complete, about 310 miles will be finished by 1960, with highway scheduled for completion by 1963, several years ahead of schedule.

The special program of bridge and highway construction introduced in the spring of 1958 will continue with a start being made on the skyway over the Welland Canal on the outskirts of St. Catharines.

Throughout the year work will continue on the 20-year modernization and reconstruction program designed to bring all main highways up to the standards of traffic predicted for 1975.

At the present rate of progress it is predicted that the plan will be completed by 1970, five years ahead of schedule.

QUEBEC:

Estimates of roads expenditures by the Quebec government in 1959 include $42.8 million on ordinary account and $59.1 million on capital.

These figures compare with $40.4 million and $50.1 million forecast for the previous fiscal year.

Highlight of the current year will be the completion of the new 30-mile expressway linking Montreal and the resort area to the north.

Completion of the $25 million Seven Islands-Baie Comeau extension of Quebec's north shore highway is expected in about two years.

Construction will continue this season on the 26-mile gap remaining in the first land link between the two centres and Quebec City.

A large-scale program of highway construction designed to provide bypasses for many urban centres will continue in the current year.

In the Quebec City area, a start has been made on a multi-million dollar long-term project aimed at providing suitable access to the business and commercial centre of the city.

BRITISH COLUMBIA:

British Columbia Premier W. A. C. Bennett has predicted that by 1976 the province will have the best highway system, in relation to traffic and population, in North America.

Provincial expenditure over the next 10 years, exclusive of federal assistance, will total $1,000 million, according to the B. C. premier.

Estimated road expenditure in the current fiscal year is $65 million.

A highlight of 1959 will be the opening of the Deas Island Tunnel under the Fraser River.

A $20-million project, the tunnel is the first of its kind to be constructed in North America.

Six major sections of the tunnel were constructed on land and lowered into prepared channels.

The tunnel is on the proposed freeway route from Vancouver to the U. S. border at Blaine.

ALBERTA:

Alberta plans to spend over $72 million on its roads and highways in the fiscal year, 1959-60, an increase of about $10 million over the previous year.

About $48 million of the $72 million budgeted is for new construction, the rest for maintenance and administration.

Building a network of all-weather highways has long been one of the main features in the provincial government's policy of using oil revenues for capital construction. A new five-year program gets under way next year.

The Trans-Canada Highway within Alberta is now close to completion.

The province plans to continue its program of increasing the mileage of surfaced highways. Alberta is now second only to Ontario in its length of black-topped highway.

Further work will be done during the coming year on the extension of divided four-lane highways in the province and on the development of existing forestry and industrial roads and the establishment of a system of connecting highways.

SASKATCHEWAN:

A budget of $24 million has been allotted for construction and maintenance of Saskatchewan highways in the fiscal year 1959-60.

Of this, $12.7 million has been allotted for all highway construction and $2.3 million for bridges.

Major project for the bridge branch of the department of highways will be construction of a new traffic bridge over the North Saskatchewan River at Prince Albert.

For new construction on provincial highways, $8.8 million has been allotted. New construction includes grading, bituminous surfacing, oil treating and all types of construction on the highways system.

The department will carry out, for the department of natural resources, construction on the La Ronge-Uranium City section of the roads to resources program. Estimated gross expenditure is $668,000.

Surfacing program will provide motorists this year with a completely paved route between Regina and Assiniboia, and the paved highway connection between Saskatoon and North Battleford will be completed.

An estimated $32.9 million was spent on highways and bridges during 1958.

Emphasis in the provincial highway program will be concentrated this year on the improvement of municipal roads.

Provincial Treasurer C. M. Fines stated in the budget speech that "in a year of limited revenues it seemed appropriate to assign higher priority to more urgent needs, to main market roads and municipal bridges."

The province now has a municipal grid roads program in operation. To date, about 3,600 miles of municipal roads have been brought up to recommended standards under the plan.

Approximately 2,500 miles of northern roads have been built in Saskatchewan during the past 12 years.

MANITOBA:

Manitoba will undertake a $33 million, 1,900-mile highway construction program this year, which probably will be increased before the construction season really gets under way.

Principal feature of the 1959 highways program will be a heavy emphasis on a higher standard of sub-grade and surfacing to meet demands of modern trucking and auto traffic.

The province plans on building access roads to towns and villages to connect them with the nearest passing highway. These roads will be of the same standard as the highways.

Estimated road, street and bridge expenditure for 1958 was $35.6 million.

The province has now completed its section of the Trans-Canada Highway except a stretch of the highway which will serve as part of the Winnipeg perimeter route.

Work on the perimeter route, a highway encircling the central Winnipeg area, will continue during the current year.

Other projects include the forging of an international connection with the North Dakota portion of the interstate highway system at the border town of Emerson.

NEW BRUNSWICK:

New Brunswick's highway building and maintenance program for the 1959-60 fiscal year calls for expenditures of close to $30 million.

Public Works Minister J. Stewart Brooks estimated the 857-mile highway construction, bridge building and maintenance program for provincial highways will run to $19.3 million, plus another $10.6 million for the Trans-Canada Highway.

Besides adding 200 miles to its 2,941 dust-free highway mileage, he said, the program will push the provincial government's highway spending since 1952 close to the $175-million mark for a record high for any seven-year period in the province's history.

The program provides for 12 miles of new construction on provincial main trunk and secondary roads; 15 miles TCH; and 45 miles roads-to-resources — plus sealing 535 miles, surface treating 175 miles and recapping 50 miles of provincial highways and paving 25 miles TCH.

New Brunswick undertook the heaviest program of bridge and highway construction of the postwar era during 1958. Estimated expenditures for the 1958-59 fiscal year were $23.4 million.

Work on the Trans-Canada Highway, chiefly bypass routes around major cities and towns, constitutes a large portion of construction planned for the current year.

The province has undertaken a heavy schedule of bridge construction. Largest of the new structures is the Fredericton Trans-Canada Highway Bridge, being built at an approximate cost of $6 million to be finished this year.

A joint venture with the province of Quebec will result in the construction of a bridge between Campbellton, N.B., and Cross Point, Que.

It is expected that the federal government will share the estimated cost of $5 million with the two provinces.

NOVA SCOTIA:

Highway and bridge expenditures in Nova Scotia during 1958 reached an estimated high of $27.2 million.

The province anticipates completion of paving of the trunk highway to the new Halifax International Airport during the coming year.

A major bridge-building program will be highlighted by the construction of a high-level bridge and causeway across the Big Bras d'Or Channel in Cape Breton. Part of the Trans-Canada system, the much-discussed project is expected to cost $7 million.

More than 200 bridges were completed in 1958 by the highways department of the province.

PRINCE EDWARD ISLAND:

The highways department of the province budgeted in 1958 for an estimated expenditure of $4 million.

The province awaits a favorable decision on the economic feasibility of constructing the Northumberland Causeway to link the island with New Brunswick.

The causeway would replace existing ferry service which now provides motorists and truckers with transportation to and from the island.

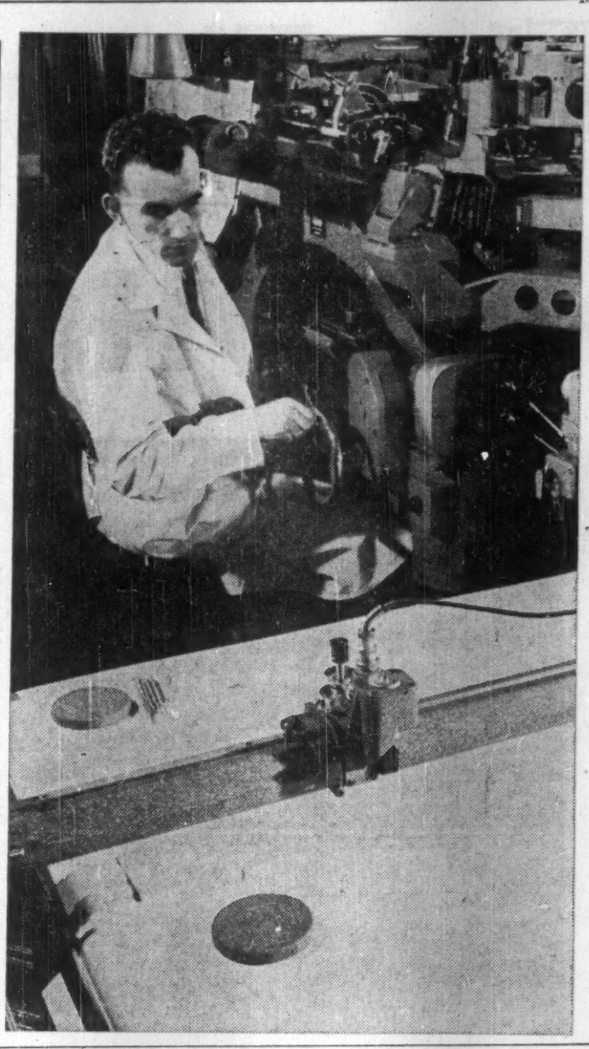
NEWFOUNDLAND:

Highway department expenditures in Newfoundland rose sharply in the 1958-59 fiscal year to an estimated $11.6 million.

A continued high level of spending is indicated by the four-year road improvement program introduced last year.

The program will involve construction of 1,200 miles of provincial roads, reconstruction of 1,700 miles and paving of 600 miles of roads.

The province spent close to $7 million during the past two years on new machinery for the maintenance and construction of provincial roads.



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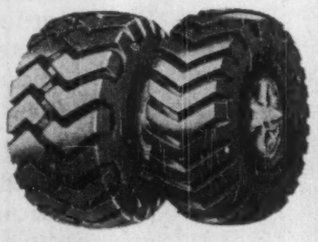

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Record Spending Ahead for Highway Building

Huge Expansion Over Next 20 Years, Keeping Pace With Traffic Growth, Economic Development

By FORBES GILBERTSON

Outlook for highway building and road transportation in 1959 — a good year ahead.

Highway builders across Canada are getting set for a spring start on what will probably be another record year in spending, the latest in an unbroken series of record years since the war.

Total spent on highways in the fiscal year 1958-59 broke the $1 billion mark. This year should top even that.

Known budgets for this year are at least as high, generally higher than last year. Ontario alone will spend over $261 million on roads and highways.

On the Trans-Canada Highway, legislation has been passed by the federal parliament, is now in the senate, which will add another $100 million on the $250 million already voted by the federal government for this project.

In addition: A big construction schedule for the Yukon and Northwest Territories costing about $70 million.

When the Trans-Canada highway agreement expires at the end of 1959, public works minister Green has intimated, the federal government will follow up the Trans-Canada Highway project with another highway program based on national interest.

The future: No end in sight to a tremendous expansion in road building. It's predicted that by 1973 road and street expenditures should go over $2 billion annually.

Ontario, leading spender in the highways field, now expects to have to provide for a motor vehicle population of around 4.3 million in the next two decades.

This will necessitate an expenditure over the next 20 years of around $7.2 billion.

An estimate at the end of 1958 of gains and losses:

For the first time highway engineers detected a drop in the ratio of motor vehicles to mileage of surfaced highways and rural roads.

But, on the debit side was the fact that congestion in cities is getting steadily worse and is now spreading to smaller centres.

Major centres, Vancouver, Toronto, Ottawa, and Montreal have already started expressways to cope with the problem.

With the boom in highways community planners are pointing to the need of highway planning within the framework of regional planning.

Their argument: Highways can shape industrial, commercial and residential patterns. Provincial governments should consider all highway construction problems with the problem of urban development. They should see to it that there is close liaison between highway planners and community planners.

Canadian research into highway problems will grow from now on. Various agencies spent over $1 million on research in 1958. Already a special committee has been established by the Canadian Good Roads Association which will co-ordinate the research efforts across Canada and maintain a steady interchange of valuable information.

The main objectives: Cheaper, safer and more efficient highways.

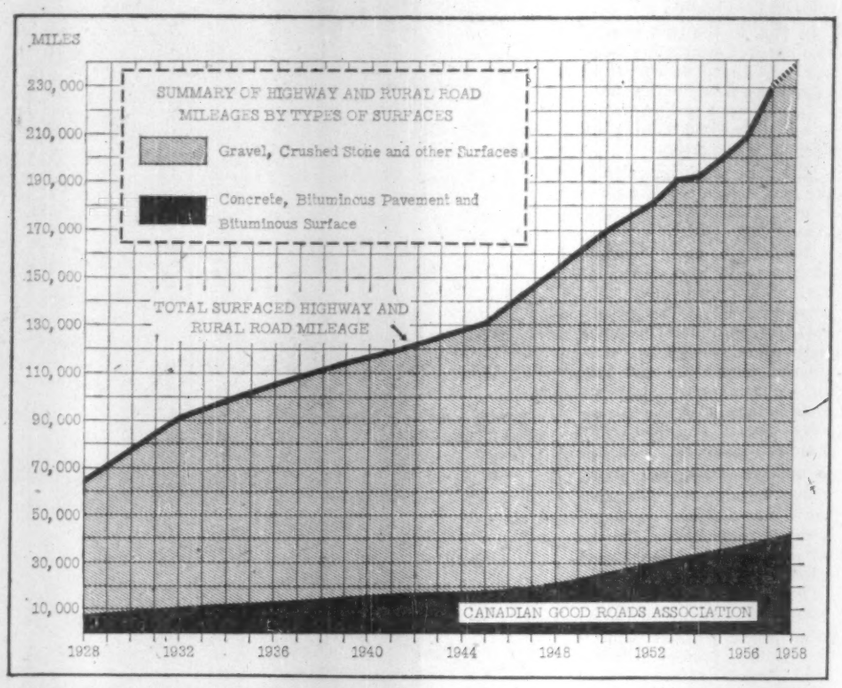
More and more, highway engineering is becoming a highly exacting and specialized science. With this comes the problem of attracting a steady flow of qualified men into the field.

Electronic equipment is now being used to help solve highway design and construction problems. Its use will grow even more in future.

Heavier, more specialized equipment for all phases of highway building will be used. Earthmovers up to 34 cu. yd. capacity are anticipated.

On the safety side: Progress is being made to establish standardized traffic control devices right across the country.

Keeping pace with the booming highways program, Canada's motor transport industry looks forward to a good year in 1959. While figures aren't available yet, 1958 generally was a good year for truckers, with perhaps a slight drop in net profit for some sections of the industry in Ontario, due partially to slack car sales last year and their consequent reflection in car carrier profits.



Truck registrations for 1957, latest figures available, showed a total of over 830,000 trucks. One third of these were registered in Ontario and one half in Ontario and Quebec together.

Nearly all commodities transported in Canada are moved by truck at one time or another. With a growing economy, it has been predicted that the need for trucks in Canada will increase 20% in the next five years alone.

The St. Lawrence Seaway is expected to give trucking firms a boost, just how soon can't be determined. But truckers foresee establishment of new firms associated with shipping and new dockside services which, they feel, can only mean more business for them.

In a generally bright picture, the running war between trucking firms and Canada's two big railways continues.

Out of sheer necessity, CPR and CNR have built up tremendous trucking empires. Big question haunting truckers: Where will it end?

Piggyback, the carrying of truck trailers by rail, has made fantastic strides in the past year and there appears to be no limit at the moment to its growth.

Trucking firms view it with mixed feelings, seeing the advantages, at the same time afraid that the two railways could, if they wished, make it increasingly tougher for the long-distance haulers.

Another phase in the controversy is the freight rate subsidies proposed by the federal government and affecting western Canada and the Maritimes. The subsidy measure comes after complaints by the provinces following freight rate increases made late last year.

The Canadian trucking industry will fight the subsidy tooth and nail.

The government intends the subsidy as an interim measure only, pending report of a national transportation enquiry to be conducted by a Royal Commission which has not yet been set up.

An all-out effort will be made by Canadian Trucking Association to get the proposed subsidy bill sent to the proper standing committee of the House of Commons so that truckers can present their case against the rail subsidy.

In the future: Provinces will have to adopt uniform regulations governing the trucking business.

At the moment, weight loads allowed vary considerably from province to province, imposing an unnecessary hardship on the interprovincial carriers.

According to Norman H. Bell, president of **White Motor Co. of Canada,** Toronto, and chairman of the operating committee, Canadian Good Roads Association, all the provinces will have to include in their regulations gross combination weights of 100,000 lb. and higher power motor vehicles.

This would enable truckers to operate at lower cost per mile.

Mr. Bell sees ahead:

A need for new concepts in truck transportation and a demand for highway units capable of achieving bigger payloads over higher annual mileages and on schedules undreamed of only a few years ago.

To take advantage of maximum road limits: Truck manufacturers must turn to new materials and designs to cut weight and over-all length of tractors.

These are the trends in truck and trailer design:

Use of aluminum trailers, first introduced about 10 years ago, has grown until now about 50% of all van-type trailers are made of the metal.

In tractors, there is a great trend to aluminum components.

New materials like plastics will revolutionize the industry. A Fiberglas cab, recently introduced by White Motor, is an example.

Some cabs now are only 150 in. from front of bumper to rear of cab, setting the strong trend for minimum cab and maximum trailer. Trailers have grown as cabs have shrunk.

Engines are being developed for longer and longer hauls and more continuous operation or, conversely, for 24-hour operation over short distances.

The trend to diesel engines for highway transport continues to grow. In the distant future: the possibility of nuclear-powered trucks.

Another trend: Toward six-way power seats, automatic transmission, other power equipment to make life easier for the driver.

Other developments:

Tank car trucking is booming. Stainless steel tankers, temperature-controlled, are making increasingly longer hauls. Glucose, which has to be heated in transit so that it can be pumped, asphalt and flour, are among the many commodities now carried in tank cars.

Containerization, where the trailer body disengages completely from the chassis for transportation via piggyback will show a big growth.

Furniture movers are starting to make use of piggyback for long-distance moves.

In off-highway equipment there is a trend to larger and heavier units all the time. Dump trucks are growing in size until they now handle up to 40 tons.

Another area of rapid growth across Canada; ready-mix concrete trucks. There will also be a growing trend to one cab towing two trailers, each about 20 ft. long, and carrying such things as steel.

It's a two-way street: Highways are being continually improved to handle more traffic and heavier motor transport. As they get better and better, truck manufacturers will keep pace with continued improvements in design.

Labor Day Opening For New Autoroute

The Montreal-Laurentian Autoroute, sweeping 30 miles into the Laurentian hills and linking the metropolis with St. Jerome, is expected to be opened by Labor Day.

Originally the target date for opening of the $60-million toll superhighway had been Oct. 1 but rapid progress in winter work on the bridge across Mille Iles river encouraged Chairman Ernest Gohier to revise earlier estimates.

Parts of the road are now in use — a nine-mile section leading out of Montreal and a five-mile bypass at St. Jerome, the northern terminus.

Consisting of six limited-access lanes, the Autoroute is designed to handle 100,000 cars a day, said to be comparable to the New Jersey Turnpike. Designers estimate the road will be able to accommodate Laurentian traffic for the next 30 years.

In the meantime, the Autoroute is likely to be extended beyond St. Jerome, first to Ste. Agathe, later to St. Jovite.

On the present congested highway from Montreal to St. Jerome there are 43 intersections, 19 sets of traffic lights and 30-mph zones covering half the distance.

Fourteen towns and villages sprawl across the vacation-area highway.

In 1955, 10.5 million cars crossed the two bridges leading to the Laurentians. By 1958, the number had grown to 15 million.

The possibility of widening the existing highway and building overpasses, underpasses and bypasses was studied but this idea was soon discarded in favor of a new toll road.

The bridge on which winter work has been pushed is one of two main bridges. It is 3,300 ft. long and 92 ft. wide.

The other, spanning Rivière des Prairies, is 1,971 ft. long.

Four shorter bridges cross the North River, a meandering stream following the Laurentian valleys and gorges, and two cross Rivière Ste. Marie.

The 30-mile highway features 40 underpasses and overpasses to eliminate all level intersections and railroad crossings, 13 interchanges to serve communities along the route and six cloverleafs.

"We are building a road that will be pleasant to the eye of the motorist," said **Gohier.** "We have tried to relieve the monotony of long, straight tangents and will spend $700,000 on landscaping."

The highway is 200 ft. wide for the first three miles on the Island of Montreal, 300 ft. wide the rest of the way but extending to 1,200 ft. at cloverleafs and interchanges.

There will be three lanes of traffic in each direction with a centre mall of 40 ft. on the island, 100 ft. through the northern countryside. The four outside lanes are 12 ft. wide, the passing lanes 13 ft.

Outside shoulders will be paved 12 ft. wide, the inside ones 4 ft.

Profile shows a maximum grade of 3% with curvature limited to 2 deg., 30 mins.

Designed for an axle load of 28,000 lb., the roadway is composed of:

- **A compacted** subgrade.
- **Four inches of filter-type sand** or stone cushion depending upon materials available in the vicinity.
- **Eight inches of crushed compacted stone** with voids choked in with sand or finer stone.
- **Two inches of sand or ¾-in.** of run-of-crusher stone.
- **Eight-inch reinforced slab,** except for loops of cloverleafs which are surfaced with 300-lb. hot asphaltic concrete pavement.

On the Island of Montreal, ready-mix concrete was used because of its availability. On other sections, contractors are using the central batching and "mix in place" systems.

In the peak construction period, more than 2,000 men were on the job.

Here is a breakdown of estimated construction costs:

	$
Right-of-way, including demolition costs	7,000,000
Grading, clearing and grubbing	10,900,000
Paving, including foundations	8,900,000
Draining	1,700,000
Two main bridges	11,500,000
Other structures	10,500,000
Relocation of utilities	600,000
Buildings, toll facilities & communications	1,500,000
Borings	200,000
Sand piles	150,000
Traffic controls, signs, etc.	600,000
Landscaping	700,000
Fencing, guard rails, etc.	400,000
Engineering and architectural costs	2,500,000
Administration & legal services	500,000
Maintenance and operating equipment	400,000
Non-recurring costs to establish administration	100,000
Total	58,150,000

According to the Montreal-Laurentian Autoroute Board, its funded debt at Feb. 19, adjusted to include a $15-million issue of 5% debentures, series D, dated March 15, was $45 million. Bonds are guaranteed by the Quebec government and will be redeemed out of a sinking fund.

Autoroute will derive its revenue from tolls. There will be three toll gates, each with 12 automatic basket collectors — the motorist just tosses in his coin and gets a go signal — and four manually-operated booths for change-making.

Automatic collectors are used in the U.S. on the Garden State Parkway (N.J.) and on Hudson River crossings of the Port of New York Authority.

Opening of the Autoroute is expected to encourage development of light industry in the area between Montreal and St. Jerome, now overshadowed by the tremendous boom on the south shore of the St. Lawrence River.

Saving Miles — to Make Miles

IN the picture, a construction company truck hauls "hot mix" across New Brunswick's St. John river, from its asphalt plant at Upper Gagetown to its paving job on the Sheffield section of No. 9 Highway. Here's an example of government and contractor team-up to cut road-building costs. The river ferry service saves a 70-Mile truck haul. This is part of New Brunswick's program of saving miles to make *more* miles — of fine modern highways.

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59-15C

Aluminum Industry

Growing Use in Road Transport

The aluminum industry sees in road transportation one of the brightest prospects for pulling out of the present over-supply situation.

This view is based on the many long-term bullish features of the trucking industry, as also on the significant economies that can be gained by the use of the light metal.

Market growth and increased penetration explain the extensive development work being carried out by the **Aluminum Co. of Canada**, principal subsidiary of **Aluminium Ltd.**, Montreal.

Development work in the past has been concentrated on truck bodies, both van and door - to - door, semitrailer vans, buses and mobile home trailers. These are now proven applications and aluminum is accepted.

Production problems, both by the aluminum producers and the builders, have been solved. All that remains here is to expand the proportion on aluminum units made each year.

Also in this category are many aluminum components being used in and around roads; light standards and brackets, luminaire housings, bridge railings, signs and overhead sign structures.

There are sound economic arguments in favor of the use of aluminum in dumps, both trucks and trailer tankers, and automobile - carrying trailers, but considerable work is still required for full acceptance for these applications.

Also in this category are aluminum highway bridges, a concept pioneered in Canada with the Arvida, Que., bridge built in 1949, and now coming into the limelight again in the New England states of the U. S. A.

• **Dumps:** The use of aluminum for dump bodies dates back to the early '30's when an aluminum unit was supplied by **Mack International** for the Hoover dam project.

Experience gained by users of aluminum units in the '30's proved that they were economical, in that they could increase payload profits and reduce maintenance and operating costs. It was also proved that aluminum could "take it" in the most grueling type of service.

The use of aluminum in this field did not expand because rivited design made aluminum units uneconomic, and aluminum welding technique was now sufficiently developed to jump into the breach.

Now the situation is radically different. Here's why:

• **High-speed welding techniques and procedures** for aluminum have been developed.

• **Welding equipment costs have decreased to the point where they can be rapidly paid off by the body builder.**

• **Most important of all, a new series of alloys** with a high annealed strength has been developed by the aluminum producers to prevent annealing weakness at welded joints.

Now that fabricating problems are largely solved, promotion of the use of aluminum dumps is aimed at the user.

The arguments in favor of aluminum apply to any carrier, aluminum people claim, and become overwhelming for large-scale operations.

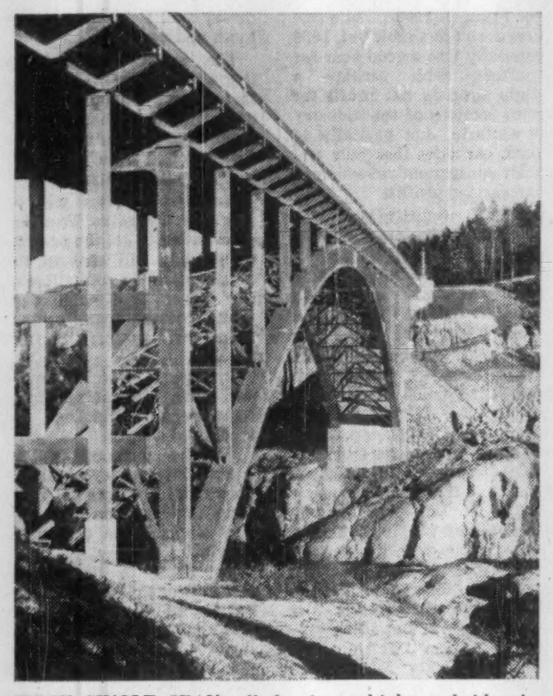
One of the studies made by Alcan of a large-scale earth-moving project indicates that $327,000 could have been saved on the whole project by using aluminum dumps.

And aluminum units with sufficient capacity to do the job would have cost less in the first place than steel.

• **Tank Trailers:** The market for aluminum in tank trailers has undergone a similar history to that of the dump units. Early use of aluminum was superseded when high strength steels were introduced and are now being converted back to aluminum as a result of development of fabrication techniques and alloys with high annealed strength.

Operating economies are again the burden of the case for aluminum. The Alcan study quoted below was made for an operator of two tank-trailers in Quebec. He has one steel unit and an aluminum unit. Here is how his costs compare for the two units:

	Steel	Aluminum
Capacity, gal.	4,050	3,000
Costs:		
Tractor	$7,500	$7,500
Tank-Trailer ...	11,800	17,542
Total	$19,300	$25,042
Gal. delivered per year	5,243,000	6,475,000
Cost per through-put gallon	$0.003180	$0.002920
Savings by using aluminum:		
Per gallon		$0.00026
Per year		$1,680



FIRST SINGLE SPAN, all-aluminum highway bridge in the world, built by Dominion Bridge Co., for Aluminum Co. of Canada at Arvida, Que., in 1949, has attracted international interest.

• **Car Transporter:** The world's first all-aluminum automobile transporter completed its road tests successfully last year, after covering about 200,000 miles.

Designed by Alcan in collaboration with **Fabricated Metals & Stampings** of Oshawa, the builder, and **Charlton Transport Ltd.**, the operator, the unit has an unladen weight of 7,050 lb. as against 12,500 lb. for a similar steel unit.

Reducing deadweight is important even where vehicles have a fixed payload. It is vital where payload is flexible.

This is the case in those parts of the country where spring thaws cause a drastic reduction in the permissible weight on public roads.

In these cases, transporters, built for five cars, are forced to restrict their load to only three for approximately six weeks during the spring thaw.

The use of aluminum lowers the transporter's weight sufficiently to run a full load of cars at all times, dramatically increasing revenue during that period.

It has been estimated Alcan claims that over a period of ten years the first aluminum unit will provide a net increase in earnings for the operator, excluding gas and tire savings, of approximately $17,000.

Add to this an anticipated $8,000 saving on fuel for the same period and it is apparent why this market is earmarked for growth.

In fact, in the past month, an improved design has been produced based on operating experience with the first unit. This achieves a weight saving of a further 1,000 lb. over the original transporter.

The first of three units to the new design has just gone into service with the same transport company.

This is a striking example of what aluminium can do to cut haulage deadweight. The attractive strength - weight ratio of the metal coupled with sound design and production techniques will lead to increasing acceptance in a field where every unnecessary pound of deadweight implies unnecessary expense.

• **Road and Bridges:** Economy through maintenance savings is probably the prime moving force behind the use of aluminum in highway applications.

The fact that aluminum keeps an initially attractive appearance without painting or cleaning applies to bridge and hand railings, lamp standards, highway signs and particularly to overhead sign structures.

As a corollary to the maintenance factor is the light weight of the metal. If an overhead sign structure does have to be dismantled or changed, an aluminum unit will hold up traffic for the minimum length of time.

Some specifications now require that structures over 60 ft. in width must be made of material needing no maintenance. This factor also contributes to fast erection of bridge railings and other components.

The increasing use of aluminum bridge and highway railings illustrates the important advantages offered by aluminum in this application.

Aware of this trend, Aluminum Co. of Canada has introduced a complete line of aluminum bridge and highway railing components. These include nine railing designs incorporating cast aluminum posts with extruded tubular rails.

Vast highway construction programs planned in Canada and the U. S. has led bridge engineers, consulting and governmental, to consider the relative merits of aluminum design in their field.

In Canada, several municipalities and fabricators are working on the design and development of pedestrian and vehicular bridges.

This interest has naturally turned attention to the satisfactory performance of the world's first all-aluminum highway bridge built at Arvida, Que., in 1949.

This structure incorporates design details developed to overcome both potential corrosion and expansion problems resulting from action between the composite aluminum structure and concrete deck. The unqualified success of the solution to these problems is attested by 10 years' service.

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2 **Low-cost dependable POWER** under every hood! You get a wide choice of high-torque, low rpm engines—*truck* built for long, trouble-free performance! Moraine bearings for longer life plus over 40 *extra* quality features are standard on GMC Trucks.

3 **Hauls over 16% more ready-mix** on every trip! Tailored to ready-mix needs, this GMC FW556 outhauls anything on the road . . . 7 full yards at a clip within a 46,400 lb. total! For example, on 1,000 cubic yard jobs it saves you up to 24 full trips!

4 **Up to 90,000 lbs. GCW!** For hauling big construction equipment and materials, GMC offers the widest selection of six-wheelers in the business! Plus the economical new GMC 6-71SE *two-cycle* diesel engine—and the best diesel service from coast to coast!

Whatever the job, there's a GMC to do it better! Now, from Operation "High Gear," comes the widest selection of cabs, engines, axles, transmissions, frames and wheelbases ever offered! Models from the sturdy light-duty pickups to the big 45-ton workhorses! They're all new, and all part of the greatest design and engineering programme in North American truck history! Stop in at your local GMC Dealer's and see how all the new money-saving, money-making advances of Operation "High Gear" can pay off for *you!*

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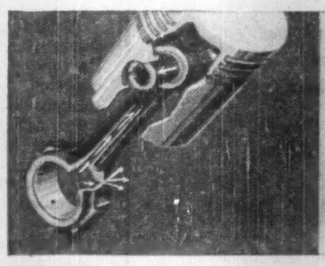

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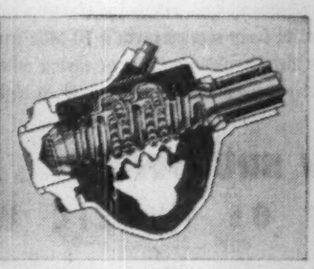

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GMC TRUCKS

DBS Statistics Aid Truckers

What's the average length of haul by commodity?
How many trucks use diesel fuel?
What's the revenue per mile earned by for-hire trucks?

The transportation and public utilities section of Dominion Bureau of Statistics can now answer these and other important questions affecting road transportation in Canada. In this special article written for FP, G. A. Richardson, Chief of the DBS section, discusses some of the important findings which have been made.

Of fundamental importance to the solution of transportation problems in Canada is the availability of reliable statistics of the motor transport industry.

Due to the large number of independent operations, it is difficult to obtain complete data.

To overcome this problem, the Dominion Bureau of Statistics undertook in 1954 to determine the activity of the trucking industry by an annual survey.

A sample of trucks was selected at random from provincial registration records.

For the year 1957, traffic statistics were available for the first time for all provinces of Canada. These statistics will continue to be published annually.

In this article, the uses of these data, the methods of obtaining them and some of the more important findings are discussed.

The purpose of highway policy should be to provide the most economical road system for the transportation of goods and people.

The quality of our highways affects the economics of motor vehicle transportation and in particular their usage for commercial purposes.

The volume of goods moved by road in turn affects competing modes of transportation such as rail, water, air and pipeline.

It is essential to strive for balance between these various operations to achieve an economical system for both the provinces and the nation as a whole.

In Canada, governmental transportation policies are put into effect, through highway taxation, freight rate control and general regulation by such authorities as provincial and federal departments of transport, the Board of Transport Commissioners, the Air Transport Board, and the Canadian Maritime Commission.

Transportation firms, in turn, seek to play their role in the progress of their industry by providing efficient service at economical rates.

It is difficult for business firms or governments to formulate adequate developmental or regulation policies unless accurate statistics are available for each of the various kinds of transport.

In establishing and regulating rates it is important to have freight traffic and revenue data by commodity classes; by individual hauling units; and, in some cases, by transportation companies, together with actual operating costs.

In highway development, decisions on road expenditures depend on information regarding the use of the road systems and their importance.

Such data as fuel consumption, average operating gross weights and average annual miles of travel for various sizes and classes of vehicles are also required.

DBS, as the central statistical agency for Canada, is the major producer of statistics on the economic, social and cultural aspects of the country.

The transportation and public utilities section collects and publishes statistics of water, air, rail, road and pipeline transport as well as data for communications and such utilities as electric power and gas distribution.

In the field of road transport alone it compiles statistics on highway mileages, revenues and expenditures; motor vehicle registrations; motor vehicle traffic accidents; gasoline and diesel oil consumption; urban transit; passenger bus operations; and motor carriers of freight.

With the publication of provincial and national reports of motor transport traffic, answers can now be provided for such questions as:

What is the average length of haul by commodity?

What is the revenue per mile earned by for-hire trucks?

What are the rates of fuel consumption and average yearly mileage by type of vehicle?

How many trucks use diesel fuel?

Considerable value is attached to statistics of the for-hire and private intercity operations whereas less interest has been shown in farm and urban traffic statistics.

A reduction in the coverage of the latter classes is under consideration.

This would permit an expanded survey of the heavier gross vehicle weight groups. Most of these trucks are for-hire or private intercity vehicles which are more competitive with rail and water carriers.

A larger sample should also provide commodity and traffic flow patterns for the trucking industry.

Although the reports on motor transport traffic to date have succeeded in filling a significant gap in the field of road transport statistics, certain areas remain unanswered e.g. important information on automobile traffic such as fuel consumption rates, average yearly mileage and business use of automobiles.

These data could be secured from a mail survey using a special sample of automobile registrations.

Results of 1957 showed:

- **Excluding vehicles that do not perform normal transportation services** such as hearses, ambulances, tow trucks, government vehicles, etc., the average number of trucks licensed in Canada during the year 1957 amounted to 832,055.
- Of these, 5.6% were for-hire carriers, 25.8% were private intercity trucks, 33.5% were private trucks operated predominantly within urban areas, and 35.1% were farm trucks.
- One third of the total number were registered in Ontario and one half were registered in the two provinces of Ontario and Quebec.
- **Trucks were classified by gross vehicle weight.** Almost three quarters of all trucks registered were under five tons and only 4% were over 15 tons. Considering for-hire trucks, however only 11% had a gross vehicle weight of less than five tons and 32% were over 15 tons.
- **The survey also provides the first analysis of trucks by model.**

These data appear in table I which indicates that 39% of the 832,055 trucks surveyed in Canada during 1957 were pickup or express trucks and 14% were panel or sedan delivery trucks.

Platform, stake or flatdeck trucks comprised about 10% of total registrations as did box type trucks. Dump trucks and van type trucks were 5% and 4% respectively.

There were in addition a total of 122,000 vehicles which could not be classified by model from either provincial registration data or from the survey questionnaires.

- **Among the more interesting results** set out in table II are those pertaining to for-hire trucks.

These vehicles averaged 100,700 net ton miles per truck and, although amounting to only 5.6% of total registrations, accounted for 48% of the total net ton miles performed by all commercial trucks in Canada.

This follows from the comparatively high average yearly mileage of for-hire trucks and also from the heavier average load carried (8.2 tons as compared with an average of 3.5 tons for all trucks).

The predominance of heavier vehicles in the for-hire group also explains the low miles per gal. of gasoline at 6.6 as compared with a ratio of 10.3 for all vehicles.

Private intercity vehicles in Canada averaged 15,200 net ton miles, considerably less than the for-hire average of 100,700.

Capacity utilized by private intercity trucks amounted to 38% compared with an average of 48% for for-hire trucks.

Of considerable interest to the transport economist are statistics of the average length of haul by for-hire vehicles.

This is estimated to be 406 miles in interprovincial and international operations in contrast to approximately 42 miles averaged in interprovincial operations.

Applications of motor transport traffic data:

- **Various applications of these data** can be made to formulate administrative and fiscal policies for roads and streets.
- **Furthermore these data now permit** comparisons of tons of goods loaded or carried by rail, water, air, pipeline and road transport.

The most useful measurement of transportation activity, net ton miles performed, is produced only for rail, road, air and pipeline transport.

For comparative purposes an estimate of ton miles has been prepared for water transport.

In 1957 rail transport accounted for 56% of the total intercity net ton miles performed in Canada while trucks made up 7%.

In contrast to statistics of ton miles, weight of goods loaded or carried, indicates that truck transport accounted for 52% of the total.

The large percentage of ton miles performed by railways in Canada partly reflects the influence of the country's geography.

Several bulk commodities are hauled long distances between Western Canada, the central provinces of Ontario and Quebec, and the Atlantic provinces.

On the other hand, a large part of Canadian truck transport is centred around comparatively few large cities and in the relatively compact industrial region of the Niagara Peninsula and the St. Lawrence Lowlands.

Another significant factor in ton-mile comparisons is the growing use of "piggyback" operations for intercity traffic.

To illustrate one use of motor transport traffic statistics in highway administration, statistics have been compiled showing gasoline and diesel oil consumption rates based upon actual vehicle operations in five provinces.

Such data may be used to assess the incidence of total motor vehicle taxes on private intercity and for-hire trucks.

These data will supplement specific licence fee data and motor fuel tax statistics.

Through a more precise measurement of road-user charges for specific classes of vehicles, a better evaluation of the various vehicle taxation plans in Canada should result.

Motor Vehicle Registrations by Model and Province—1957

Model	Nfld. %	P. E. I. %	N. S. %	N. B. %	Que. %	Ont. %	Manitoba %	Sask. %	Alberta %	B.C. %	Total No.	Total %
Pickup or express	69.9	68.0	46.5	52.3	21.3	46.6	39.9	34.2	43.6	37.2	327,366	39.3
Panel or sedan deliv.	4.5	4.3	8.4	12.0	14.3	18.7	13.6	2.9	5.2	24.4	114,259	13.7
Jeep	0.4	..	0.8	1.8	1.4	0.1	0.3	0.4	0.4	1.5	5,201	0.6
Utility	..	0.2	1.0	0.2	1.3	0.9	1.0	0.9	0.2	0.6	6,850	0.8
Van	6.1	0.7	2.7	3.0	3.1	5.1	5.0	1.7	2.6	6.1	32,759	3.9
Platform, stake, flat-deck	9.9	16.1	8.1	17.8	6.5	16.2	11.0	2.9	4.7	10.1	83,628	10.1
Mixer	..	..	0.2	0.1	0.4	0.4	0.1	0.1	0.2	0.3	2,297	0.3
Dump	8.2	1.4	5.2	7.8	4.8	6.1	3.9	2.3	3.4	3.0	38,109	4.6
Tank	0.1	0.4	0.8	3.0	1.7	1.7	1.7	1.9	1.5	1.6	13,900	1.7
Box	0.9	3.8	1.2	0.7	5.2	0.6	21.8	36.2	17.1	1.8	79,482	9.5
Pole or logging	..	..	0.3	0.4	0.3	0.1	..	0.1	0.1	0.8	1,677	0.2
Lowbed	..	..	0.1	..	0.2	0.2	0.1	..	0.2	0.4	1,425	0.2
Auto carrier	..	..	..	..	0.1	0.1	0.2	0.1	0.1	0.1	771	0.1
Bulk carrier	..	..	0.1	0.1	0.3	0.2	0.1	0.1	0.3	0.2	1,669	0.2
Mechan. refrigerated	..	..	0.1	0.2	0.3	0.3	0.1	0.1	0.1	0.3	1,923	0.2
Unknown	..	5.1	24.5	0.6	38.8	2.7	1.2	16.1	20.3	11.6	121,739	14.6
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	.....	100.0
Number of trucks	7,363	5,343	31,718	22,274	147,075	265,185	55,119	98,523	111,171	88,284	832,055	

Source: Transportation and Public Utilities Section, Dominion Bureau of Statistics.

Truck Traffic—1957

	For-hire	Private: Intercity	Private: Urban	Private: Farm	Total
Miles per gal. of gasoline	6.6	10.5	11.2	13.2	10.3
Average weight of goods carried (tons)	8.2	3.6	1.4	1.2	3.5
Ave. net ton miles per truck	100,700	15,200	4,800	1,300	11,600
Capacity utilized, %	47.8	38.2	31.1	23.1	39.8
Average gross ton miles per truck	213,900	44,900	20,400	8,600	33,300

Source: Transportation and Public Utilities Section, Dominion Bureau of Statistics.

19.3 Vehicles 'Every Mile'

During 1957, latest year for which figures are available from Dominion Bureau of Statistics, there were 19.3 motor vehicles per mile of surfaced highways and rural roads of Canada.

This is a drop from 20.2 vehicles in 1956 and shows a slight thinning out in traffic.

From 1945 to 1956, there were sharp increases each year in the number of motor vehicles on highways, nearly doubling from 11.4 to 20.2.

The slight drop seen in 1957 figures is first faint indication that highway engineers are catching up with the traffic.

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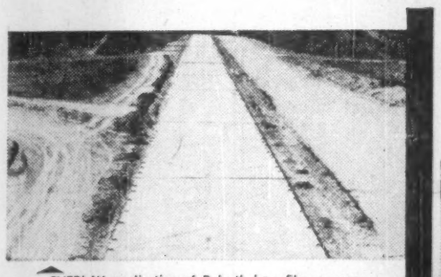
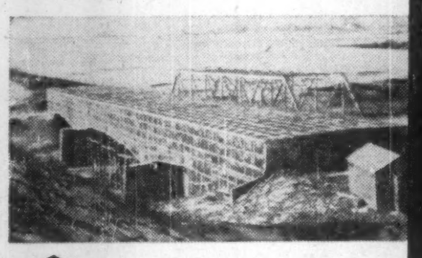
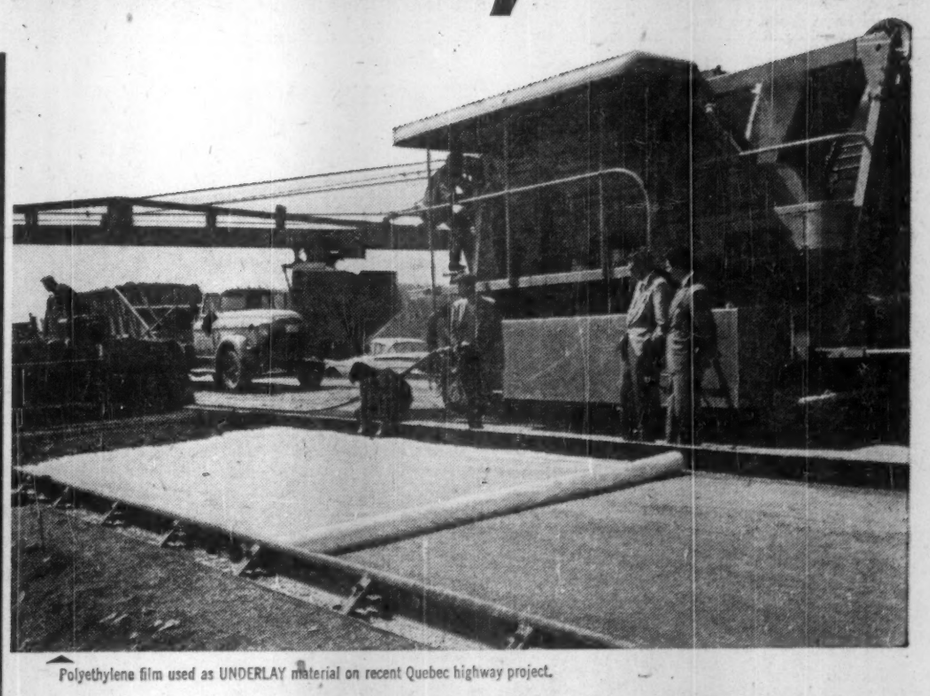


OVERLAY application of Polyethylene film on new highway surface. This film is also used to save construction time in protecting windrows of asphalt mix from rainy weather.



Encasing this Alberta highway bridge project with Polyethylene film permitted uninterrupted construction during severe winter weather.

Protection of construction equipment in transit and on the job is another practical use of Polyethylene film.



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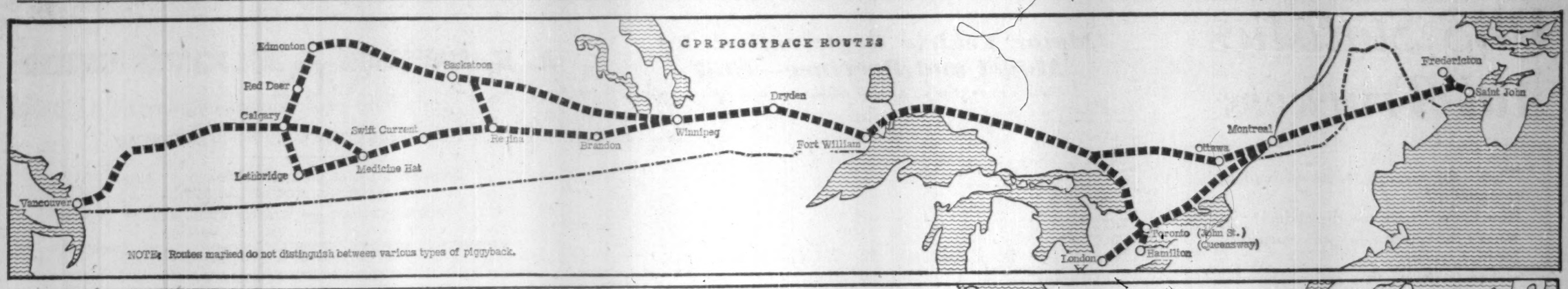

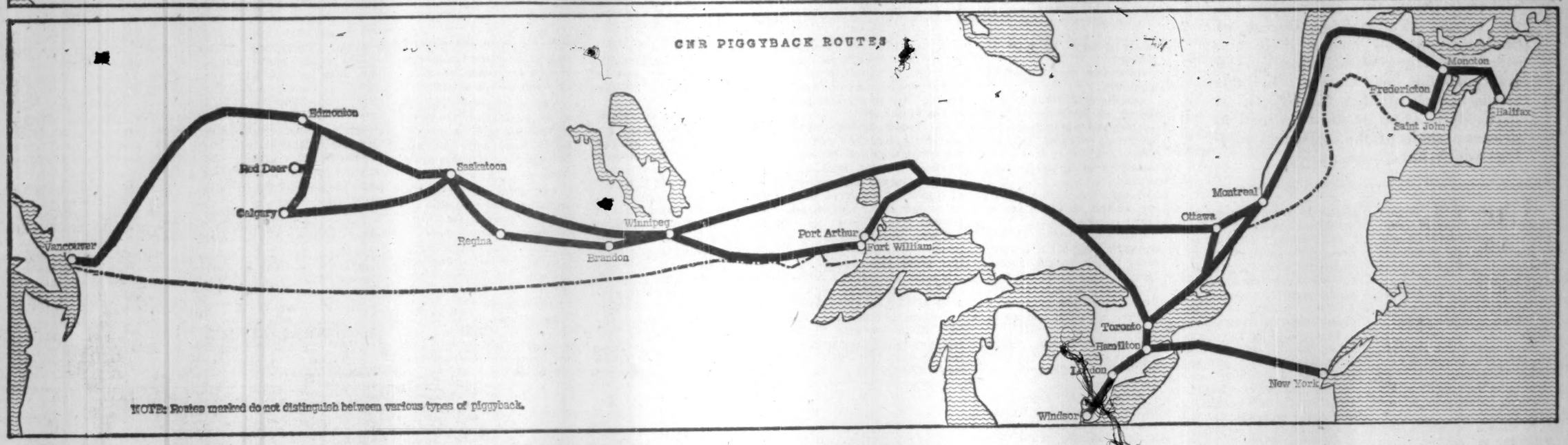

The Piggyback Boom

In about 18 months piggyback has grown from an infant into a coast-to-coast giant.

It continues to grow—faster than ever.

In late 1957, FP printed a feature on the youthful business of carrying highway trailers on flatcars. The story suggested that a national piggyback network was possible within five years (FP, Dec. 7, 1957).

Some observers regarded this as on the optimistic side. But today both railways have national piggyback operations.

People have given up trying to predict the pace of this transportation revolution. It will expand with demand—and demand seems to be never-ending.

Though piggyback came late to Canada—being more fully developed in the U. S. —it is a logical combination of road and rail transport.

Railways are economical for the long haul. One locomotive can pull many tons of freight for hundreds of miles with little concern for weather and none for local road restrictions and regulations.

Trucks make possible convenient at-the-door delivery and speedy, flexible scheduling.

Combine these advantages by gathering freight in trucks, running the trucks onto flatcars, carrying them to some far-distant point, then sending the trucks to their destinations. That is piggyback.

Most recent developments:

- **Canadian National Railways and the Delaware, Lackawanna and Western Railroad** combined to produce the first international service, daily in each direction between Toronto and New York, using rail-owned trailers.

Prediction: Other international services are on the way.

- **Moving vans now are being carried piggyback** by both CNR and **Canadian Pacific Railway.**

Prediction: The railways will find many other variations on piggyback to offer.

- **CPR carried almost 62,000 highway trailers last year** compared with 24,000 in 1957. CNR hasn't yet reported its 1958 figures.

Prediction: Further increases in traffic.

- **As an indication of what it means to the economy, consider just two recent orders placed by railways with rail car-makers — 300 piggyback flatcars for CPR, 400 similar flatcars for CNR.**

These orders will mean employment in the recession-hit car building industry.

- **As a sign of how it's rearranging truck traffic, remember that piggyback** now is taking more than 200 trailers off Toronto - Montreal highways each night, each way.

Rapid change always treads on some toes.

In the case of piggyback, some truckers are unhappy because certain runs have been confined to rail-owned trailers.

The railways apparently feel in these cases that private truckers would not use the services consistently enough and in sufficient volume.

A consolation is that extension of service to non-rail-owned trailers is obviously widening.

A bigger reason for worry among truckers is the railways' inclination to become trucking operators.

Truckers say:

- **If it comes to all-out competition they cannot possibly hold their own against trucking companies owned by railways and backed by rail resources.**
- **It is socially undesirable for companies** which dominate rail traffic also to dominate road traffic.

CPR now controls a huge trucking network, owning the large **Canadian Pacific Transport** in Western Canada, controlling the even larger **Smith Transport** in the east, as well as a number of smaller trucking firms. CPR is the nation's biggest trucking company.

CNR isn't nearly so deeply involved on the highways.

Some observers think there will be few more large rail ventures into the trucking business. Seeming to bear this out is the absence of recent activity in this direction.

Another truckers' fear is that growing use of piggyback eventually will leave them entirely dependent upon the railways, economically unable to revert to all-road operation even if they wanted to.

However, many short truck hauls won't be affected. Of course any trip that is overnight, or longer, between two large or medium-sized cities is a possibility for piggyback.

There are a number of differing piggyback possibilities.

- **The railway may carry its**

(Continued on page 55)

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ONTARIO

MEETING TODAY'S NEEDS AND PLANNING FOR BIGGER TOMORROWS

ONTARIO'S HIGHWAY PROGRAM
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Again this year Ontario has the most ambitious highway construction and maintenance program in our history.

The total net expenditure for fiscal year 1959-60 . . . $261,257,000 . . . an increase of $8,400,000 over the appropriation for net expenditure provided for 1958-59.

Just as important in the long run, Ontario now has completed a comprehensive engineering study of all the street, road and highway requirements of the province for the next 20 years—a period when Ontario can expect unprecedented expansion.

With the Highway Needs Study, completed in 1957, and the new up-dated needs study of all avenues of motor travel, the Department is looking at today's traffic needs and far into the future.

The economy and general wellbeing of all Ontario depend upon a first-class highway and street system. The Department of Highways is looking far ahead to make sure that we have such a system.

We have a number of very large projects under way . . . completion of Highway 401 three years ahead of schedule, widening of the Queen Elizabeth Way to six lanes, completion of the Trans-Canada Highway, building a causeway across Rainy Lake, three skyways over the Welland canal, international bridges at Lewiston, on the St. Lawrence and at key points in northern Ontario, to link up with U.S. travel routes. All these are in our plans, and work has started on some of them, but we never forget that 60 per cent of our capital construction is for the improvement of the King's Highway system in general, benefitting all parts of the Province so that all of us can go about our business and pleasure safely and efficiently.

ONTARIO DEPARTMENT OF HIGHWAYS

HON. FRED M. CASS, Q.C.
Minister

W. J. FULTON
Deputy Minister

Manual to List Standard Signs

This fall, Canadian traffic engineers and civic officials responsible for the installation and maintenance of traffic control devices will have a brand-new standards manual.

Until now, if provinces or municipalities have used standard devices, the standards have been American.

This new guide to traffic signs, signals and pavement markings, a Manual of Uniform Traffic Control Devices for Canada, will be published by the Canadian Good Roads Association in September.

The standards contained in the manual are first to be proposed for nation-wide adoption in Canada.

The manual will mark achievement of one of the long-standing goals of Canadian highway legislators, planners and builders.

Implementation of the standard signs, signals and pavement markings will greatly increase the safety, economy and convenience of Canadian motor transportation.

The new manual is issued for the guidance of provincial highway departments installing traffic control devices on intercity highways and rural roads, and of municipalities on city streets and suburban roads.

Traffic signs, signals and pavement markings recommended in the new Canadian manual will not depart to any great extent from those in use in the U. S. because of the high rate of travel between the two countries.

The most outstanding differences between the two sets of standards will be in the area of traffic signs.

Canadian standards will place greater emphasis on the visual impact of the signs, eliminating or minimizing the printed message wherever possible.

Graphic symbols and the standardized application of colors and sign shapes will reduce the need for printed messages.

Wide acceptance of the new national standards is already indicated. Many Canadian roadbuilding agencies have postponed up-dating and replacement of existing traffic control devices pending publication of the manual.

Highway authorities have expressed confidence that the new standards will be in general use in all areas of the country by 1965.

Conversion to the Canada-wide standards will be a gradual process, involving replacement of existing traffic control devices with ones conforming to the new standards whenever new ones are required.

Since signs normally require replacement after about five years of use, no economic loss will be involved in the gradual conversion of all signs to the new standards.

Pavement markings, which are replaced annually, will require the shortest conversion period. **These include centre striping, pavement shoulder markings, parking designations, and overhead obstacle markings.**

No large-scale replacement of existing traffic signals is required under the new system. The main changes will be in the more scientific use of signals to regulate the flow of traffic.

Signals will be installed on the basis of delay occurring in the traffic flow, rather than on the present basis of the volume of traffic crossing the intersection.

New traffic signs recommended in the manual will include a Trans - Canada Highway marker, showing a white maple leaf on a green shield background, and symbolic turn prohibition signs with directional arrows.

Civil defence routes will be designated by blue triangular signs with a "trail blazer" marker and gold lettering.

Also under consideration are standard signs designating picnic and camp sites now under construction along the Trans-Canada Highway.

The standard signs will be manufactured from a variety of materials including wood, aluminum and sheet steel.

Along with the manufacture of paints suitable for highway pavement markings, reflectorized materials and traffic signals, the production of traffic signs has grown into a sizeable industry in recent years.

One chapter of the Canadian manual has already been approved for publication by the Joint Committee on Uniform Traffic Control Devices in charge of the project.

The two remaining chapters will be given final consideration at a meeting of the joint committee in Ottawa early in May.

Sponsored jointly by the Canadian Good Roads Association and the Canadian section of the Institute of Traffic Engineers, the manual will be published in both English and French.

Members of the joint committee include, in addition to CGRA and the Institute of Traffic Engineers, representatives of the 10 provincial governments, 11 major municipalities (Calgary, Edmonton, Halifax, Hamilton, Montreal, Ottawa, Quebec, Regina, Toronto, Vancouver and Winnipeg), the Royal Canadian Mounted Police, Board of Transport Commissioners for Canada, Canadian Automobile Association, Canadian Association of Chiefs of Police, Canadian Highway Safety Conference, and the Engineering Institute of Canada.

The Piggyback Boom

(CONTINUED FROM P. 54)

own trailers, dealing with the shipper directly or through a rail subsidiary.

- **It may carry the trailers of "for-hire" truckers.**

The truckers deal with the shipper, then ship by rail. The shipper pays truckers' rates, the trucker pays a piggyback rate to the railroad.

- **The shipper may provide** his own loaded trailers.
- **Newest of all (and under considerable development in the U. S.),** the shipper may provide both the trailer and the flatcar. The railway just hauls the flatcar from point to point.

And it's possible to combine piggyback with something frequently called "fishyback." This is the transport of trailers aboard ship.

Fishyback could be in for big growth. Ideally it is integrated with piggyback, so the highway trailer moves smoothly from road to rail to ship to rail to road — or some similar combination.

Fishyback possibilities resulting from this year's opening of the St. Lawrence Seaway are being studied by a number of firms, including **Canada Steamship Lines** which owns a big trucking firm, **Kingsway Transports Ltd.**

Large-scale piggyback is a post-war development in North America.

However, it's said the **Dominion Atlantic Railway** carried horse-drawn carriages in Nova Scotia in 1858. And the **Chicago, North Shore and Milwaukee** carried trailers as early as 1926.

Much special piggyback equipment — both road and rail — has been developed. This is continually being improved, main aims being to speed movement of trailers on and off flatcars and reduce costs.

Millions more are likely to be spent to refine equipment and techniques, as demand grows for the service.

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Studebaker now enables you to substantially lower the cost of fleet transportation through The Lark, Canada's common sense car for cost-conscious companies.

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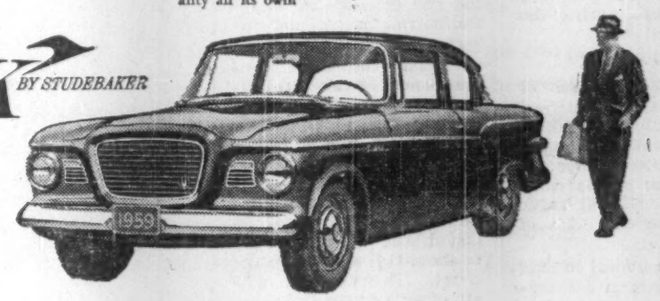

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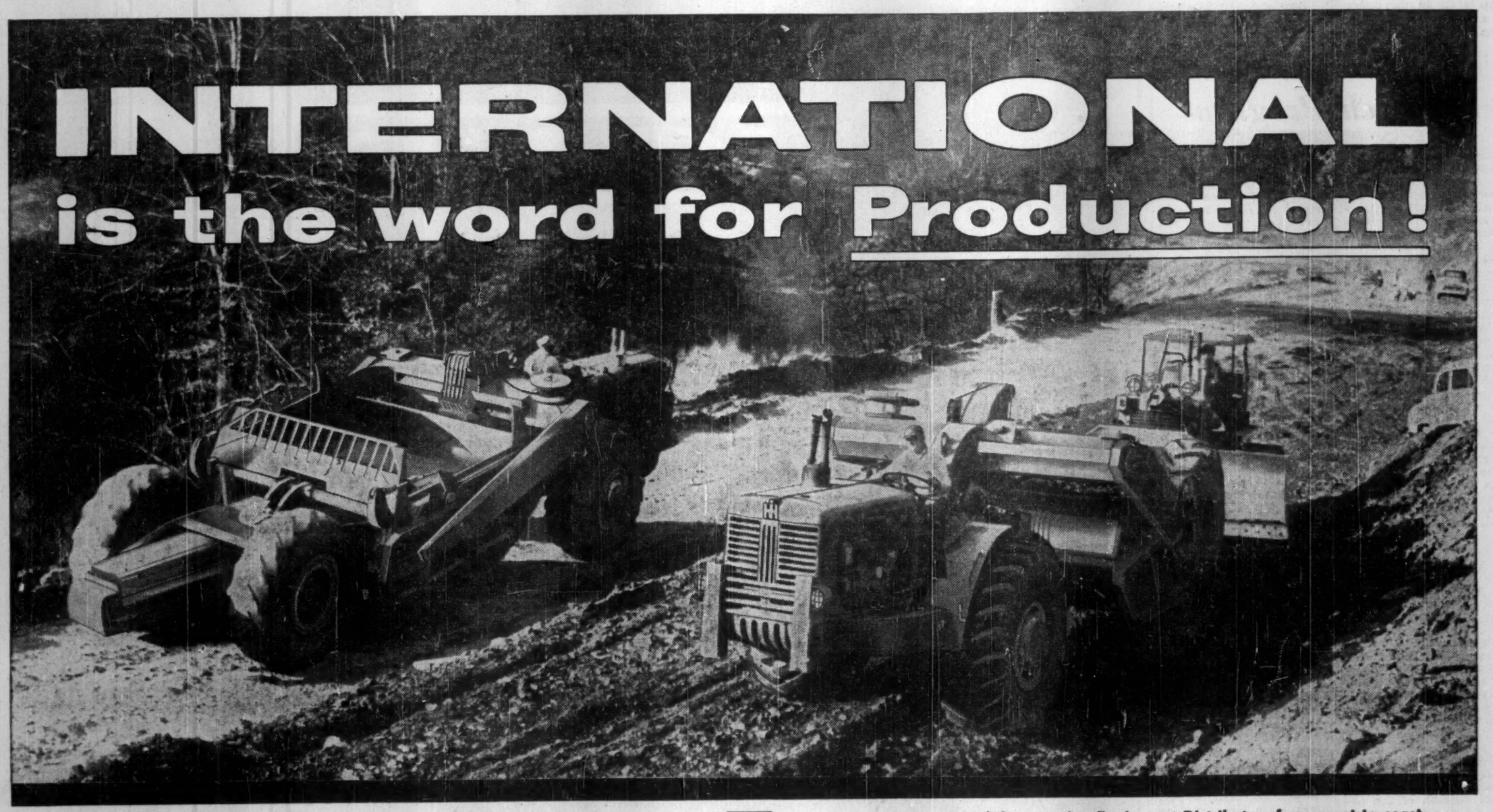

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Ontario Study

Model for Planners?

A study of roads and streets in Ontario, just released, will probably become a model for highway planners in other provinces as did a previous study, "A Plan for Ontario Highways."

Prepared by the Ontario Department of Highways, the study provides a detailed analysis of the problems and the growth patterns which can be expected.

Here are some of the highlights of the report:

There will be an increase to almost 40 billion miles of travel per year in the province in the next two decades.

Population will go up to 8.8 million, motor vehicles to over four million. This makes adequate highway and street networks a "must."

Total cost over that period of 20 years will be over $7 billion but actual road cost per vehicle mile of travel, about 1.2c, probably will be a little less than during the past ten years.

These are the needs:

● **Urban:** Rapid growth of urban centres and increased travel internally and externally have swollen the need for capital street improvements. Urban streets carry 40% of all provincial traffic but constitute only 12% of total mileage.

Needs were studied on 9,823 miles of streets in 345 centres. Capital construction needed totals $2.2 billion over the next 20 years.

Nearly two thirds of this cost is for high-volume arteries. Expressways projected for Metro Toronto, Hamilton, Ottawa and London total 96 miles. Cost — around $500 million.

Of the total capital costs, $556 million is for improvements needed now. About the same amount will be needed in the next 10 years just to keep on top of needs.

Maintenance and administration costs for all urban streets for the 20 years comes to $585 million, making total street bill $2.8 million.

● **County roads:** Averaging about 500 vehicles a day, 9,200 miles of county roads handle around 11% of all traffic.

Capital investment needed during the next 20 years totals $456 million. The backlog of work needed now is around $95 million. By 1977, the present 4,919 miles of pavement should be increased to 8,816 miles.

Capital investment cost plus maintenance and administration will come to $732 million for 20 years.

● **Township roads:** Although they average only about 50 vehicles a day, mileage is so great that they carry about one billion vehicle miles of travel yearly.

They total 53,400 miles, 63% of all roads and streets. What's wrong: Inadequate road surfaces, uncorrected soil and drainage conditions and narrow bridges and culverts.

Capital construction costs for the next 20 years are estimated at $703 million, maintenance and administration $451 million—total $1.15 billion.

Provincial King's Highways: They carry about the same amount of traffic as urban streets. Mileage is 9,000 or about 11% of all roads and streets. They connect with all other systems, transport nearly all through traffic and heavy trucks.

Secondary highways: Serve mostly northern areas and total 2,400 miles.

Construction, maintenance and administration on both King's Highways and secondary highways over 20 years is estimated at $2.4 billion.

Besides two-lane roads, proposed work includes bringing the present 394 miles of multilane highways up to 1,730 miles. Of these, about 1,300 miles would be controlled-access freeways.

Backlog construction needed now comes to $476 million on about some 2,600 miles of King's Highways and 2,000 miles of secondary highways. Included: 939 bridges and railroad grade separations.

In setting up programs, planners have these big factors to consider:

▸ **Magnitude of the total** backlog.

▸ **The large volume** of needs to occur within the next decade.

▸ **Size of urban needs,** particularly urgent on King's Highways extensions and on expressways.

How the needs might be met:

A gradual build-up over 20 years by adding some $7.8 million each year over the preceding year, above the $276 million expended for all roads and streets by the province and municipalities in 1957.

Ability of the municipalities to finance their shares, as well as the ability of the province to assist, will dictate variable rates of improvement for different systems.

On any program to catch up with traffic needs in less than 20 years more funds would be required sooner. But this would pose real fiscal problems because it's in later years that the province's growing economy will provide greater revenues.

Because of the importance of provincial subsidies in road and street development, the need for re-examining subsidies is obvious. A study of this is now under way.

Progress is also being made in more effective intergovernmental relations.

Planning involves two kinds:

● **One is development or basic planning. This is concerned with the adequacy of the systems,** consistency of routes within each system and placement of financial responsibility.

● **Other is physical planning. This requires adequate engineering staffs,** modern construction standards and methods and timely production of designs and programs.

Both, the report emphasizes, are intertwined. In the past, uncertainties in future finances and in jurisdictional responsibilities have hindered physical planning. In turn, lag in detailed planning of improvements has tended to hold back construction.

Re-examination of present conditions and practices would lead to relatively inexpensive changes which would let the province and the municipalities co-ordinate their plans more closely, place financing on as sound a basis as possible, and expedite improvements.

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Plan Cross-Canada Research Program

This month a group representing provincial and municipal governments, university engineering faculties, the Canadian Good Roads Association and industry met in Quebec City to plan the first steps in a cross-Canada research program designed to improve the standards of highway paving in Canada.

These highway technologists are members of the special committee on pavement design and evaluation formed by the Canadian Good Roads Association late in 1958.

Subjects the group will investigate include the springtime plague of potholes, the action of frost on road surfaces and the more scientific regulation of load limits during spring thaws.

The committee has adopted as its primary objectives the design of safer, cheaper, and more efficient highway pavements and the development and improvement of methods of evaluating existing pavements.

To carry out these aims the committee will organize a nation-wide co-operative research program of investigation of both rigid and flexible pavements under Canadian conditions.

As the national co-ordinating agency, the committee will develop an over-all plan for integrated investigation.

Highway departments in all 10 provinces will carry out separate phases of the actual testing.

More than half the provinces now engage in performance research of this nature. By working collectively through the CGRA committee a much more comprehensive program will be achieved.

Analysis of the data resulting from the tests will be made by the committee which will then circulate the results to all Canadian road-building agencies.

Among the results which can be expected from the co-operative research program is a substantial saving in the cost of highway pavements in Canada.

For the Canadian taxpayer, more economical pavements will mean a saving of millions of tax dollars. For the motorist the improved pavement design will mean greatly increased safety on Canadian roads and streets.

The special committee on pavement design and evaluation will operate within the framework of the technical advisory committee of the Canadian Good Roads Association.

Pavement investigations similar to the new Canadian project, but on a larger scale, have been carried out in the U. S. for the past 35 years.

The Canadian program is planned to supplement current U. S. investigations with information that is directly applicable to conditions in effect in this country.

The Canadian Good Roads Association will continue to maintain an engineer-observer at the site of the largest current U. S. road test project being conducted by the American Association of State Highway Officials at Ottawa, Illinois.

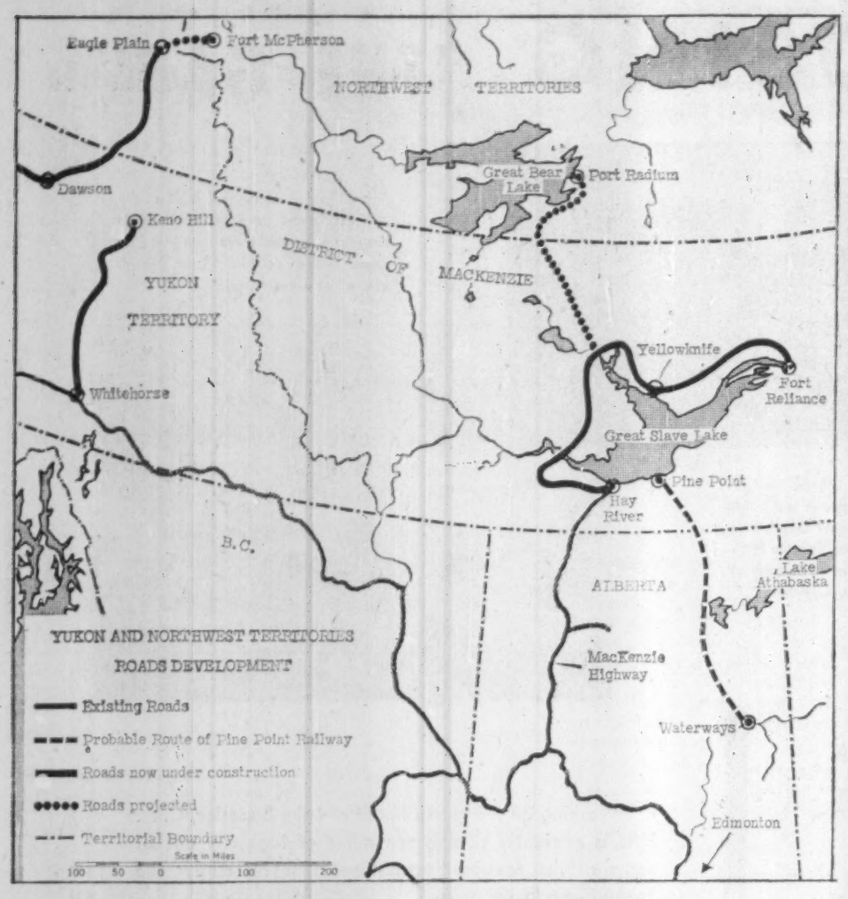
This project, being carried out at an estimated cost of $23 million, was officially opened in October, 1958, four years after work on the project was first begun.

Test traffic, consisting of 60 heavy vehicles, was started simultaneously on the five sections of the project.

The test is a scientific study of the performance of various thicknesses of pavement when they are subjected to repeated passages of vehicles applying known axle loads.

The test vehicles on the project cover a wide range of sizes and axle loadings, while the pavements — both asphaltic and concrete — cover a wide range of thicknesses.

More than $1 million worth of instruments and data-handling equipment will aid research engineers in their study of the performance of pavements under controlled traffic.



$70 Million Plan

Roads Open the North

The government has decided to push forward a $70-million roads program to open up the mining and forest resources of the Yukon and Northwest Territories.

The program, by Northern Affairs Department, will take about seven years to complete. When it is over, another $30 million worth of roads may be added.

This year's allocation: $11 million, mainly on six major roads projects (see map).

There are also about a dozen minor projects — including bridges, surveys and improvement of existing roads.

Last year was the first major year of northern road-building — $7 million was spent. This year will see completion of some projects started last year, and the continuation of others.

The roads program is, administratively, entirely separate from the biggest current question of northern transportation: What will be the route of the Pine Point railway?

But, in fact, the roads program is tied to the railway question, because the Pine Point railway will be the key to transportation in the NWT. Roads will be essentially supplementary in the NWT, although they will provide basic transport in the Yukon.

Two rail routes are under consideration to reach the lead and zinc properties owned by **Consolidated Mining and Smelting** at Pine Point on the south shore of Great Slave Lake.

One, starting from Grimshaw, Alta., to the west, would open up farming and forest lands in the Peace River Valley.

The other, starting from Waterways, Alta., to the east, would open up base metal deposits, huge resources of timber and untapped hydro potential.

A decision — in favor of the Waterways route — is expected soon for a construction start this summer.

Either route would provide an additional, much-needed land connection between Great Slave Lake and the south.

At present there is one such land connection — the MacKenzie highway, which runs 385 miles from Grimshaw to Hay River on Great Slave. The MacKenzie highway is now insufficient to handle traffic volume and this volume is increasing.

Here are the roads projects slated for this year:

Yukon Territory:

- **Whitehorse to Keno Hill, 200 miles; includes three bridges,** over Yukon, Pelly and Stewart Rivers. This will be the third year of a three-year program.
- **Dawson to Eagle Plain, about 200 miles, second year of a six-year program;** eventually this road will be pushed through to Fort McPherson in the Northwest Territories.
- **Dawson to Stewart Crossing, widening** an existing 125-mile road.

Smaller projects in the Yukon include building a bridge over the Nordenskjold River, paving streets at Whitehorse and surveys of roads projected at several points.

Northwest Territories:

- **Hay River to Yellowknife, 280 miles, final year of a three-year program; the project includes approaches** and ferry landings where the road crosses the Mackenzie River.

This stretch will be open in the summer of 1960 and will give road access from Hay River to the opposite shore of Great Slave Lake.

- **Yellowknife to Fort Reliance, 250 miles, first year of a three- or four-year program.** This will extend road access provided by No. 4 to the northeast corner of Great Slave Lake.
- **Peace Point to the western boundary of Buffalo Park,** 74 miles, surveys only.

Other roads projects in the NWT:

Improvement of the MacKenzie highway, which will tie in with work which Alberta will do on its section of the highway, under the "roads to resources" program.

Improvement of existing roads from Fitzgerald to Bell Rock (28 miles); from Fort Simpson to the local airport; and roads in Wood Buffalo Park.

Building roads at Cambridge Bay on Victoria Island and Frobisher Bay on Baffin Island.

Roads Research Report

Close to $1 million was spent in Canada during 1958 in an effort to solve the myriad problems associated with improvement of the nation's road and street systems.

This estimate of the national expenditure on road research is made in a report to be published in the near future by the Canadian Good Roads Association.

The report, "Road Research in Canada," is based on a survey of government, university and industrial agencies carried out by the association.

Road research expenditure, according to the report, amounted to only one tenth of 1% of the total government expenditure on roads and streets during the same period.

The current rate of investment in Canadian road research, while considerably higher than in recent years, is half that in the U. S.

It is also considerably lower than in private industries where research and development costs average 1% of the total budget.

The catalogue of current research projects lists 159 projects now under way or completed within the past five years.

Agencies undertaking the projects include provincial highway departments, municipal roads departments, federal government agencies, universities and industrial research organizations.

The catalogue does not contain a complete listing of all current road research projects in Canada. Based on a continuing survey, it will be supplemented and revised as further information is obtained.

Projects are classified in the catalogue according to the subject of the investigation. Subjects range from finance and taxation, traffic, transportation, frost, ice and snow, soils, parking, to vehicles.

Data reported for each project includes a description of the scope of the work, location, name of investigator, starting date, estimated or actual completion date and information on the availability of progress reports.

"Road Research In Canada" will be issued in a series of technical publications of CGRA. It is published to acquaint research engineers with new findings so that results can be incorporated into current practice with a minimum of delay and to inform research workers of other activities in the field so that costly duplication of effort can be avoided.

Publication of the catalogue is also aimed at stimulating research and study in fields of the highway sciences that require attention.

Since 1951, the association has administered an annual scholarship program designed to raise the number of Canadian engineers undertaking postgraduate study and research in the highways and highway transportation field.

Eighteen such scholars have received highly specialized training in this field at universities in Canada and the U. S., since the initiation of the program.

In June of this year, the association will award six more scholarships with a total value of $13,000.

The awards entitle the Canadian engineers receiving them to postgraduate studies at universities in both Canada and the U. S. Five Canadian universities now offer postgraduate degrees in the highways and highway transportation sciences.

Seven scholarships were awarded in 1958 by the association. Three of the recipients are now studying at the University of California institute of traffic and transportation; three are enrolled at the University of Alberta and one at Queen's University, Kingston.

Winners of scholarships in previous years now hold responsible positions with governments and industries which operate in Canada under the handicap of an acute shortage of qualified highway personnel.

Among the earliest CGRA scholarship winners are: Jacques Barrière, deputy director of the Montreal traffic department; George O. Grant, commissioner of roads, metropolitan Toronto; Gordon D. Campbell, CGRA director of technical services; Henri Perron, traffic engineer, Quebec department of roads; R. B. Campbell, air services construction branch, federal department of transport.

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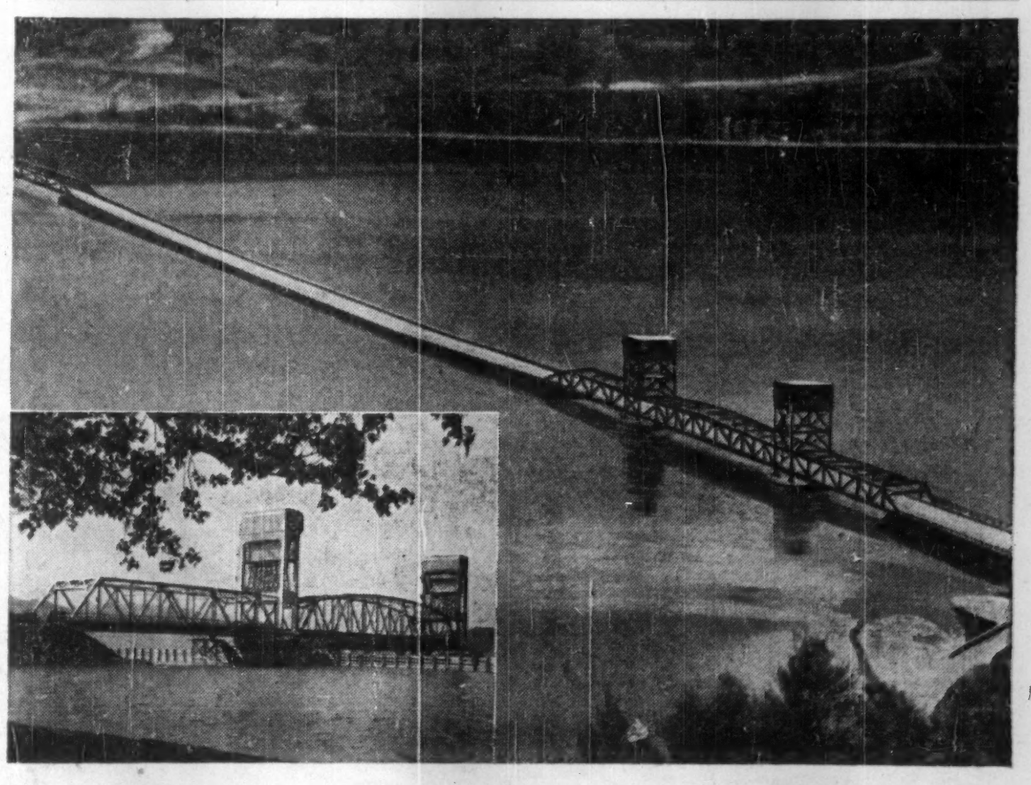

UNIQUE in Canada—this interesting 4,585 ft. long structure consists of a 2,885 ft. floating concrete pontoon section, a vertical lift bridge, two 175 ft. transition spans, a 175 ft. approach span (all of steel) and rockfill embankment. It spans the Okanagan Lake between Westbank and Kelowna, B.C.

The fabrication and erection of the steelwork was entrusted to Dominion Bridge Company, Limited. This unusual structure presented a difficult erection problem which was solved by Dominion Bridge engineers. The lift and transition spans were floated to the site by barges, then jacked into position for high tensile bolting.

The hoisting mechanism, also supplied by Dominion Bridge, is located in towers which are 96 ft. 4 ins. in height. The lift span, operated from a control room midway up the east tower, weighs 600 tons and when raised provides a clearance of 60 ft. 6 ins. to the water line.

In addition to the steelwork for the spans and hoisting mechanism, Dominion Bridge supplied 3,400 tons of reinforcing steel for pontoons and piers. Consulting Engineers are Swan, Wooster and Partners, Vancouver.

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Safety Groups Work All Year

There's more to safety than slogans crying "Slow Down and Live" or "The Life You Save May be Your Own."

But this is the conception many Canadians have in their mind as the principal activity of the people who promote safety on the highways and streets of the nation.

That's because slogans, actually a small part of highway safety education, are the items that the motorist and pedestrian see most frequently.

To believe they are the most important phase of traffic safety activities would be similar to believing the city traffic engineer spends his time writing copy for "Stop" signs and other traffic signals.

Education is a vital part of traffic safety. The person at the wheel of a motor vehicle and the person walking across the street or along the highway must be constantly told of the hazards that are there and what to do about them.

In the long run, it is only the individual motorist and the individual pedestrian who can do anything about reducing the accidents, injuries and deaths in traffic, claims the Canadian Highway Safety Conference. Provincial and community groups agree. Accidents, they say, are caused one at a time so they must be prevented one at a time.

So the safety people persist in their hammering pursuit of the wayward driver and walker, trying always to instill in both an over-abundance of knowledge and skill on which they can call when an emergency presents itself.

It's a sort of subliminal projection—a repetitive process that stocks the correct procedures in the person's brain so they will become almost automatic when needed.

But to repeat information that varies from one area to the next would result only in confusion, so one of the committees working with the Canadian Highway Safety Conference focuses its attention on bringing about uniformity in signs, signals and markings.

Behind its campaigns of awareness and education and its constant flow of information and propaganda, the Conference has year-around permanent committees at work, all the time, on education, laws and their enforcement, highway engineering, vehicle engineering, vehicle safety and motor vehicle administration.

Attending the conference in an advisory capacity are groups concerned with public relations and the medical aspects of highway safety. Across the nation are provincial safety directors, one in each province, who work closely with the conference in all its phases.

Once a year all these people, together with hundreds of others vitally interested in the problems, come together at a national convention.

This year it will be in Toronto's Royal York Hotel, on May 4, 5, 6.

More than 500 are expected, including educators, engineers, judges and magistrates, police chiefs, officials of federal, provincial and municipal governments, of women's groups, service organizations, chambers of commerce.

There will be men from insurance, motor manufacturers, dealers, parts makers and distributors, officials of safety groups, transport and transit operators and executives, representatives of daily and weekly newspapers, radio and television, advertising and public relations, and many others.

They will try to find solutions to the myriad problems of decreasing death, injury, accidents and economic loss through traffic mishaps.

They will give the motorist practical advice, such as "Keep your car doors locked on the highway because more people are hurt or killed by being thrown from cars in crashes."

"Now and then, drive your car up to a light-colored wall and test your headlights, flick from low to high beam, watch if both lights are working and how well the turn signals operate."

They will charge the motorist to do this every week or so, not just once a year.

Conference committee men are experts with long experience and intensive training in their fields.

On the committee that will recommend emphasis on safety devices that already exist in the average motor vehicle, the automotive engineering committee, are:

Chairman, Roy Haeusler, automotive safety engineer with **Chrysler Corp.** Vice-chairman is E. F. Armstrong, chief engineer, **General Motors of Canada.** Secretary is Wilfred J. Chenery, sales engineering consultant with the **International Harvester Co. of Canada.**

Motor vehicle safety committee: S. E. Swallow, director of service, sales and advertising, **Ford Motor Co. of Canada;** vice-chairman, F. G. Stahl, assistant to the managing director, **Volkswagen Canada Ltd.**

Traffic engineering committee is headed by H. R. Burton, director of the traffic division of the Ontario Department of Public Works, with D. D. Kuchinski, traffic safety engineer in Alberta's Department of Highways, as co-chairman. Secretary is Robert Higgs of the design section, highways division, federal Department of Public Works.

Education committee: Chairman, Ian Clark, public relations manager, **Allstate Insurance Co.;** J. Clyde Douglas, Nova Scotia's director of highway safety, vice-chairman; E. K. MacKay, assistant general manager of the Ontario Safety League, secretary.

Ontario's Attorney-General, Hon. A. Kelso Roberts, heads the Conference's committee on laws and enforcement. Vice-chairman is E. H. S. Piper, counsel for the **All Canada Insurance Federation.** Inspector G. W. Mudge officer commanding traffic branch, RCMP, is secretary.

The public action committee's chairman is H. C. Innes, field service manager, **Manufacturers Life Insurance Co.,** with D. T. Laidlaw, general manager, New Brunswick Safety League, as vice-chairman.

Dr. R. W. Zinkann, medical director of the **Mutual Life Insurance Co. of Canada,** is chairman of the medical advisory committee, with Dr. A. F. W. Peart, assistant secretary of the Canadian Medical Association, as vice-chairman, and Dr. David Kubryk of the Department of National Health and Welfare, as secretary.

The Record

Reduction in traffic deaths—82.

Increase in injuries—2,059—2.6% and the lowest increase since 1945.

Ontario reduction in traffic deaths—167.

Quebec reduction in traffic deaths—50.

During 6 of the 12 months, Canada improved its record of traffic deaths.

There were fewer traffic injuries in June, July, September and December.

August was the most dangerous month. More than 11 people per day died on our highways. 270 per day were injured.

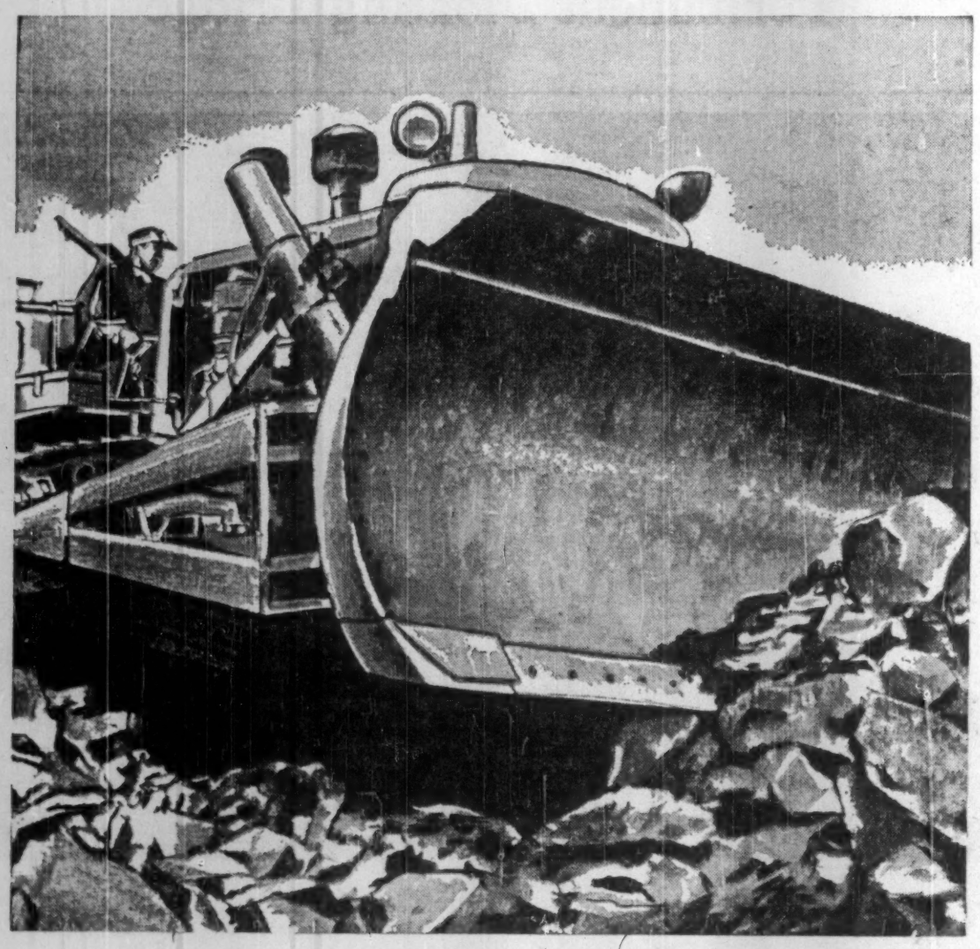
February was the safest month when 5.6 people per day died and 175 were injured per day.

Ontario with 40% of the motor vehicle population was responsible for 35% of the traffic deaths.

Quebec with 20% of the motor vehicle population provided 26% of the traffic corpses.

Alberta with 9% of the motor traffic population killed 9.4% of the victims.

The death rate per hundred million miles presently estimated on the basis of total vehicle miles traveled in Canada in 1958 is 6.5. This is a full percentage point lower than in 1957.



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J-91N

CLOSING "THE GAP"

Above: The project started at this point and when completed will close ten miles of the Northern "Gap". Project is part of the Trans-Canada Highway, D.H.O. 58-81, approximately 19 miles north of Wawa, Ontario.

Below: Shovel excavating some of the 374,000 cubic yards of rock along the route. To date, more than 200,000 cubic yards of rock have been drilled, blasted and excavated.

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Working on the North Shore of Lake Superior, C. A. Pitts is presently cutting ten miles of highway out of some of the roughest terrain yet transversed by the Trans-Canada Highway.

From the Magpie siding on the Algoma Central Railway, Pitts forces have built a 23-mile tote road to bring in the modern equipment necessary for a project of this magnitude.

This ten-mile project will be part of the Trans-Canada Highway running from Sault Ste. Marie to White River. This link will close the Northern Ontario "Gap" and do much for the northern economy in opening up the country for the tourist, mining and lumbering industries.

The project started in June, 1958, and will be completed July, 1959 — "ON SCHEDULE."

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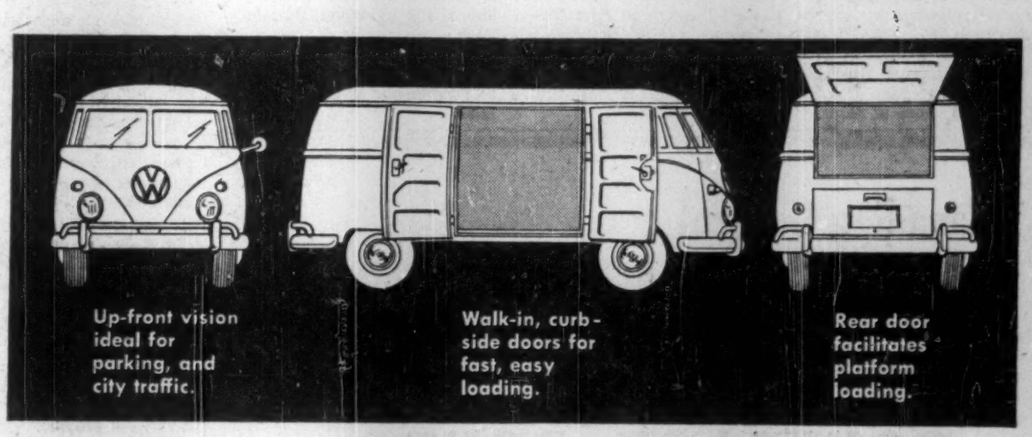

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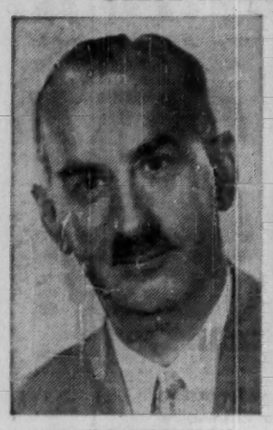

ALEX R. MORRISON
President

JOHN G. McQUEEN
Executive Secretary

CAA Would Oppose Higher Car Tax

With governments on the prowl for funds to finance rocketing road and street costs, the private motorist, under the protective hood of the Canadian Automobile Association, is anticipating the day when the concerted resistance of the private owner will be needed to fend off substantial hikes in gasoline taxes and registration fees.

Certainly, car user taxes are not going to become less. The question is should taxes be fairly raised? If so, by how much?

With about one quarter of the Canadian population operating motor cars, governments may be expected to move warily in raising the costs of operating an automobile.

But, with new levels of road spending each year, provincial treasurers look longingly at the substantial potential in higher road-user taxes.

Some municipalities, hard pressed to keep abreast of the flood tide of traffic, are contemplating levying their own motor-vehicle-user taxes.

During this winter's marathon snowfalls Montreal dragged out of the suspended legislation file a hardy dwarf perennial: a special tax on motor vehicles to ease the heavy burden of snow removal.

At the head of the phalanx that opposed the tax was the Royal Automobile Club, in Montreal.

The provincial and municipal motor clubs of the Canadian Automobile Association have been, for many years, the watchdogs of the private motorists' preserves.

Until two years ago the relationship of the clubs was informal and amicable but hardly as effective as it should be to show a solid front on the national scene.

The non-profit automobile clubs a year and a half ago set up a national headquarters of the Canadian Automobile Association at Ottawa, staffed it with an executive secretary, J. G. McQueen.

Basically, these objectives and policies are:

- **The clubs, under the aegis of the Canadian Automobile Association,** would oppose an increase in taxes on private automobiles.
- **Governments, federal and provincial, should be persistently pressed** to formulate a national highways program, with a prior objective the speedy rolling up of the lagging Trans-Canada Highway construction.
- **The automobile clubs should discharge their responsibility** for saving lives on the roads, the pedestrian's as well as the driver's.

The automobile clubs have been pointing out to the federal government the substantial benefits it derives from the operation of motor cars in the form of excise and sales taxes and the relatively small amount it returns specifically for the construction and maintenance of roads and streets.

The association has, from time to time, recalled for the benefit of the federal government, the fact that the excise tax on automobiles was first imposed as a wartime levy a generation ago.

The tax is predicated upon the hoary contention that the automobile is a luxury and not an essential implement. The excise tax on cars is inequitable and unjustified, the association avers.

Present charges upon motorists might be justified, the Canadian Automobile Association concedes, if the motorist were getting value for his money.

But apart from a slight betterment in intercity highways the other facilities provided motorists are substandard.

In city and town, where the majority of motorists burn most of their gasoline, the convenience, comfort and economy of automobile travel are steadily diminishing quantities.

Motorists should hear some more persuasive reasons to support the view that some reorganization of the tax structure is required.

Both the private and commercial user contend that there is a considerable area of ignorance surrounding government tax policies today as they pertain to who should pay for roads and streets and how much they should pay.

Until some satisfactory data are produced there is nothing to support the view that the private motorist is not paying his fair share for the use of roads.

The association sees increased federal government participation in roadbuilding as a prerequisite to any long-range solution to the onerous road problem.

Alex R. Morrison, president of the association, says:

"Until broad intergovernmental fiscal relations are clarified and rationalized it is exceedingly difficult to envision what the ultimate pattern of responsibility among the federal, provincial and municipal governments should be.

"It should be clear that until the federal government assumes more responsibility for a national system of highways, roads are not going to meet the requirements of a steadily growing road traffic.

"Among the nations of the world, Canada is one of the few without a national system of roads.

"We believe that the whole problem is closely inter-related and that municipal governments will not be able to improve city congestion until there is some reorientation of revenue sharing.

"The problem is probably most acute at the local government level. Municipal governments with very minor exceptions, do not benefit from direct taxes or license revenue from road users.

"Only municipal governments therefore are forced to use their general revenue for roadbuilding and traffic control.

"At the same time, urban roads and streets are the most intensively used of all our roads. They affect the average road-user more directly than any other and they suffer most from excessive wear and traffic congestion."

The 16 constituent clubs of the association do much more than represent a tax point of view.

These are the member clubs of the Canadian Automobile Association:

Victoria Automobile Assoc.
B.C. Automobile Assoc.
Alberta Motor Association.
Saskatchewan Motor Club.
Manitoba Motor League.
Ontario Motor League.
Hamilton Automobile Club.
Automobile Club of St. Catharines.
London Motor Club.
Waterloo County Automobile Club.
St. Thomas & Elgin Motor Club.
Essex County Automobile Club.
Peterboro Automobile Club.
Royal Automobile Club of Canada.
Quebec Automobile Club.
Maritime Automobile Assoc.

'See Canada First'

Canadians are showing more interest in cars for recreation, according to reports from member clubs of the Canadian Automobile Association.

- **There was a visible interest in the travel agencies' efforts to encourage Canadians** to "see-Canada-first" and motorists were ranging far and wide in search of pleasure. The movement was spurred by special events such as the British Columbia Centennial and the Stratford Festival, etc.
- **While the influx of visitors by road from the U. S. to Canada** tapered off, the movement of Canadians within Canada has been growing. Many resorts which once relied almost entirely upon U. S. business now find a mainstay in the Canadian tourist business.
- **The small car owner and the camper,** with economy a principal factor, is using the roadside facilities being provided by governments.
- **Road travel is more comfortable because of the improving quality of roads** and better picnic and camping facilities. The federal government's vision includes substantial aid to the provinces to build new camping grounds and roadside picnic areas.
- **The tourist agencies foresee the day when there will be facilities of some sort every 100 miles along the Trans-Canada route.** The more adventurous spirits are looking forward to the day when it will be possible to travel all the way by road into the not-too-mysterious northland.

All these developments are reported by the clubs of the association. The range of travel information that the 40 CAA offices now have to provide is growing rapidly.

Through its affiliation with the mammoth American Automobile Association and worldwide affiliation through membership in the International Touring Alliance and the International Automobile Federation, the clubs of the CAA are called upon to plan the travels of many thousands of Canadians who travel outside the country.

Stress Driver Safety

The Canadian Automobile Association and its constituents are currently waging a brisk battle to have driver education placed on the high school curriculum.

It is reasoned that the most fruitful place to begin teaching attitudes and skills is at the teen-age level.

The clubs' safety education activities are now branching out to include the pedestrian.

The "Planned Pedestrian Program," in which the clubs individually rally the support of municipal agencies, has as its prototype the immensely successful Planned Pedestrian Program by the AAA in the U. S.

Simply, this program is aimed at teaching the pedestrian to save himself by common sense pedestrian procedures and observance of the protective devices installed for his benefit.

Among the CAA's other safety interests is a membership in the Joint Committee on Uniform Traffic Control Devices for Canada.

The CAA is not only interested in the formulation of standard traffic control devices but will embark on an extensive public education program when the manual on the devices is published this fall.

How can you see ahead?

Do what many thousands of successful executives do every week — read The Financial Post. See where business is heading; get information that will help your success in business and in your personal life. Yearly by mail in Canada: $6; elsewhere $7 yearly.

Trans-Canada Near the Halfway Mark

Parliament voted an extra $100 million this session for work on the Trans-Canada Highway, bringing the federal share up to $350 million.

About 47%, or around 2,000 miles of the 4,480-mile highway was paved by the end of 1958 compared with 39% at the end of 1957.

An additional 1,200 miles along the route was paved, prior to the federal-provincial agreement, to provincial but not Trans-Canada specifications.

Including this mileage, much of which will require additional work, total paved mileage along the route is 74% or 3,300 miles.

Of a total of 377 bridges, 286 have been constructed.

Present federal-provincial agreement expires at the end of December, 1960. So far, Saskatchewan is the only province to complete the highway to Trans-Canada standards.

Total mileage of 4,480 miles for the highway does not include Quebec highway since that province did not enter the federal-provincial agreement.

Good highways through Quebec link the TCH routes in Ontario and New Brunswick, however. The approximate mileage through Quebec is 390 miles, making an over-all total of 4,870 miles.

While this total mileage is not yet completed to Trans-Canada Highway standards, it is quite feasible to travel coast to coast across Canada on the present highway system. The greater part is paved and follows the present TCH route.

The Federal Government has also agreed to pay up to 50% of costs to a total of $2 million for construction of about 145 overnight camp grounds and picnic sites across Canada.

These would be of two types:

Day parks, consisting of picnicking facilities close to the highway, about 50 miles apart along the route.

Overnight parks offering camping facilities up to 15 miles from the highway, about 100-150 miles apart.

Overnight parks would cover at least 50 acres and would serve those who enjoy camping holidays.

It's believed that these stops would be an important factor in reducing driver fatigue and the accident rate and would stimulate tourist travel.

It's also hoped that, if the route were made attractive to tourists, a good deal of the present east-west transcontinental tourist traffic might be diverted to Canadian highways.

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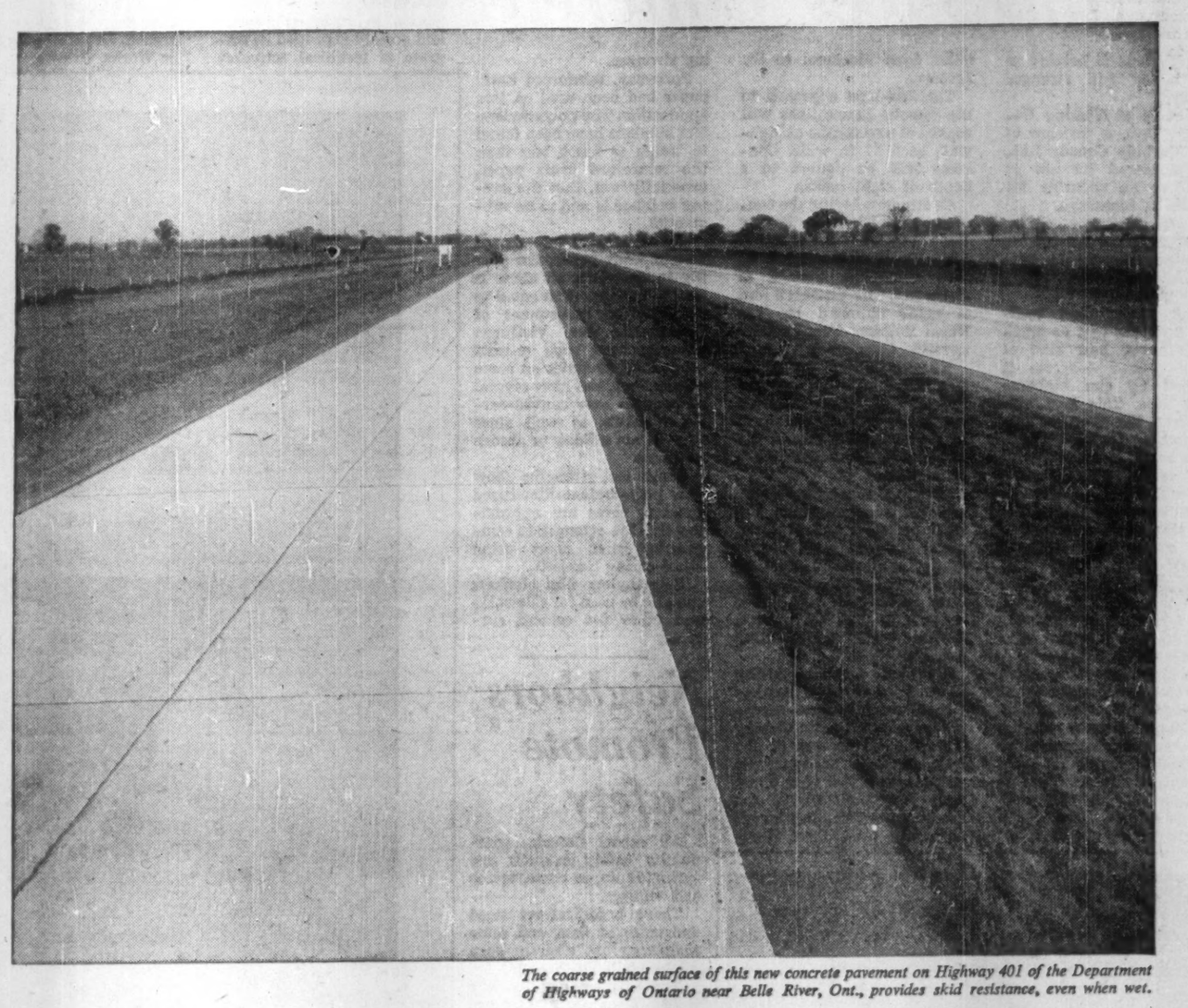
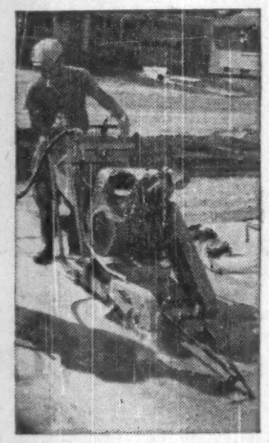


The coarse grained surface of this new concrete pavement on Highway 401 of the Department of Highways of Ontario near Belle River, Ont., provides skid resistance, even when wet.

concrete pavement combines safety with a smooth quiet ride



quiet ride

Modern concrete provides an amazingly smooth, quiet ride. Through a new technique concrete pavement is now laid in continuous ribbons. Very thin contraction joints are then sawed by the machine shown here—with a blade only 3/8" thick. Now you can drive for hours without knowing there is a joint in this smooth surface. An excellent example of the new type of concrete pavement is Graham Blvd., Town of Mount Royal, Que., which is shown below.

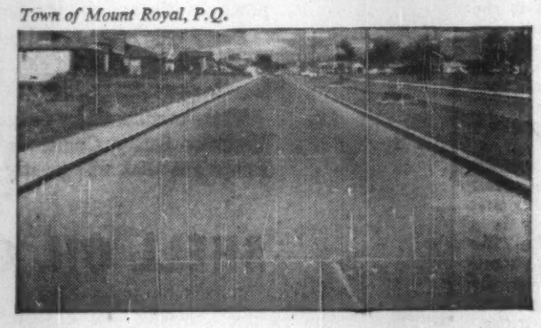
Many Canadians are now enjoying the quiet, no-bump ride made possible by a new technique which lays highways in smooth ribbons of durable, skid-resisting concrete.

Modern highway planning calls for concrete, because only concrete will take the hammer of heavy traffic year after year, with a minimum of maintenance.

The first step towards modern highway and street construction is to specify Canada Cement—a Canadian product made by a Canadian company. With an annual production capacity of 96 million bags in nine strategically located plants, Canada Cement can immediately supply cement for new paving. Canada Cement also offers expert technical and literature service covering every phase of concrete construction and design. This free service is available through any of the offices listed below.

CANADA BUILDS ROADS WITH CANADA CEMENT

Town of Mount Royal, P.Q.



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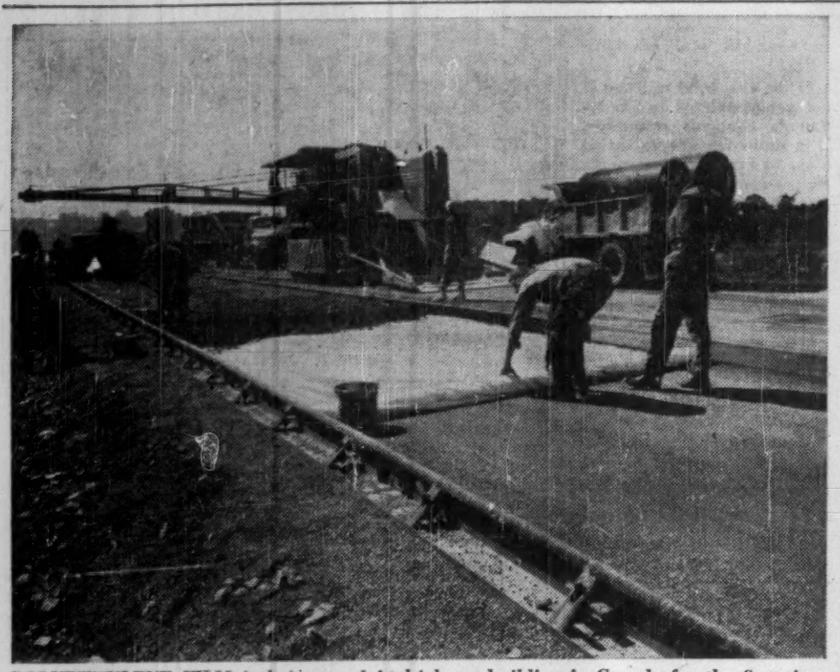

POLYETHYLENE FILM is being used in highway building in Canada for the first time to prevent moisture in the concrete for the Montreal-Laurentian Autoroute from seeping into the ground.

Polyethylene Film Saves Concrete

Polyethylene is helping to build better and stronger highways.

Engineers at **Visking Co.**, Lindsay, Ont., a division of **Union Carbide Canada Ltd.**, have pioneered its use in Canada as an underlay for concrete on highways.

Its first application is on the Montreal - Laurentian Autoroute now under construction.

Why is the film used?

- Road construction engineers maintain that as much as the lower half inch of freshly poured concrete is absorbed by the highway gravel base. This half inch of concrete therefore contributes nothing to the strength of the road.

It's claimed that by using the film this is saved and less cement is required, or if the same thickness of cement is used, a stronger highway results.

- The polyethylene film also keeps the moisture in the cement longer, lengthening the cure, and resulting in a stronger end product.

The Montreal - Laurentian Autoroute Board was the first to recognize the possibilities of this application in Canada. This organization, formed by the Quebec provincial government, supervises the construction of the Montreal-Laurentian Autoroute, stretching approximately 30 miles from Montreal to St. Jerome.

This six-lane approach to the famous Laurentians will consist of two widths of highway, each 37 ft. wide. Concrete will be poured to a depth of eight inches.

Contractors laying the concrete are: **Highway Paving Co., Cartier Construction Ltd., H. J. O'Connell Ltd., Don Lamonthe, Simard & Frere Ltd.** The VisQueen film is being supplied by **Val Royal Builders Supply,** Cartierville, Que.

To produce this extra-wide film, Visking Co. has recently installed a large extruder which can produce film up to 24 ft. wide. The use of the extra-wide film eliminates a lot of joining.

Other materials previously used on this application, include certain types of paper.

The polyethylene film is easily applied. It remains flexible at temperatures running from 160 deg. above zero to 72 deg. below zero, is light in weight, facilitating handling.

VisQueen film as a curing blanket for concrete has received considerable acceptance in the U. S., Visking claims. **Used on top of the freshly-poured concrete, the polyethylene film once again keeps the moisture in the concrete,** resulting in a longer cure, with the end result being stronger.

Formerly, reinforced kraft paper had been used on this application. The polyethylene film blankets have been found to weigh so much less than the reinforced kraft paper, especially wet, that the saving in labor is said to be substantial.

On the basis of the original cost of kraft paper, the saving in deterioration alone is said to be more than equal to the original investment of the plastic film. VisQueen blankets have been re-used more than 20 times on some applications, and have several advantages over canvas-curing blankets as well since they do not mildew or absorb moisture.

Crush test strengths show that polyethylene-film-cured concrete cores are approximately 15% stronger in compression than cores using other curing blankets.

Polyethylene film blankets can also be used for sidewalks and other flat cement surfaces.

Research Needed In Road Science

Thirty years ago road and street engineering was primarily an exercise in surveying. Today the knowledge and skill of a score of highly qualified men is needed in the construction of a single highway.

The traffic potential of a route must be determined to establish its economic justification and relative priority over other routes.

Geometric design standards must be established according to the use that can be predicted for the route.

Soil surveys must be made and the plans and specifications adapted to the construction materials available. Traffic control devices must be planned. Roadside development must be planned.

Highway engineering has become a broad and exacting science. Paralleling this development, there has been a sudden increase in the need for fundamental research into all phases of the highway sciences.

To help fill this need, the Canadian Good Roads Association has, since its reorganization in 1950, emphasized and greatly expanded its program of technical activities.

Two of the primary goals of the Association are:

- **To encourage the development and improvement of methods** of planning, design, construction, maintenance, operation and administration of roads and streets in Canada.
- **To advocate the development of technical skills in all branches of the highway sciences** through dissemination of information.

Focal point of the technical activities of CGRA is the technical advisory committee. This committee, organized in 1953, co-ordinates and stimulates the association's program of road and street research and exchange of technical information.

It is composed of 30 members who are the officers of the subsidiary technical committees, six members-at-large, a chairman and vice-chairman.

Chairman of the technical advisory committee for the past two years has been Dr. Norman W. McLeod, asphalt technologist, **Imperial Oil Ltd.** Vice-chairman is G. B. Williams, chief engineer, development engineering branch, Department of Public Works, Ottawa.

Subsidiary technical committees are constituted to carry out study and research into all phases of highway technology.

The committees deal separately with each of construction and maintenance; economics, finance and administration; planning and design; safety education; soils and materials; traffic and operations; and municipal roads and streets.

One of the main functions of the technical committees is the preparation and planning of the technical program of annual CGRA conventions. Technical sessions correspond to the divisions of the technical advisory committee.

The technical sessions of the three-day, annual "Parliament of Roads," provide the nation's top technologists with an unparalleled opportunity to meet and discuss all phases of the road and street problems now facing Canada.

The technical committees also undertake special studies and research projects and prepare reports for publication. Among the studies undertaken by these committees is the road and street classification, produced by the association's committee on economics, finance and administration.

This study has been adopted by the Dominion Bureau of Statistics and is now recognized as a standard for the classification of all roads and streets in Canada.

As a result of committee work, the secretariat of the association is working with DBS to establish a continuing road price index for Canada.

It is compiling a bilingual dictionary or glossary of standard road and street terminology.

Other projects now under way include a standard classification scheme for motor vehicles and an annual highway engineers' salaries survey.

Neighbors Promote Safety

All across Canada, community safety councils are springing up, in cities, towns and villages.

These organizations need assistance at first, and some assistance has already been made available to them.

The Canadian Highway Safety Conference produced a booklet on the organization and operation of a community council.

The Ontario Safety League with the provincial Attorney-General's department has made available a 20-minute motion picture in sound and color dealing with the formation of such a group, its pitfalls and problems.

Almost every province, definitely those in which provincial safety groups exist, has continually promoted these councils and gone to their aid at every call.

More must be done to encourage their organization until every Canadian community has a nucleus of citizens with the knowledge and ability and ambition to work, voluntarily, to reduce accidents and injuries, and eliminate accidental death.

The importance placed on the community safety council is easily explained.

It is axiomatic that highway accidents happen one at a time and can only be prevented one at a time.

The only way this can work is for the person with the will and skill to sit next to the person requiring assistance and direction and talk him into driving or walking safely. A national body cannot get close enough to the citizen to do this, nor can a provincial group.

Only at the community level, where the postmaster calls the grocer by his first name, and everybody is a neighbor, is it possible. The community safety council provides the grounds for the prevention of fatalities, accidents and injuries in traffic.

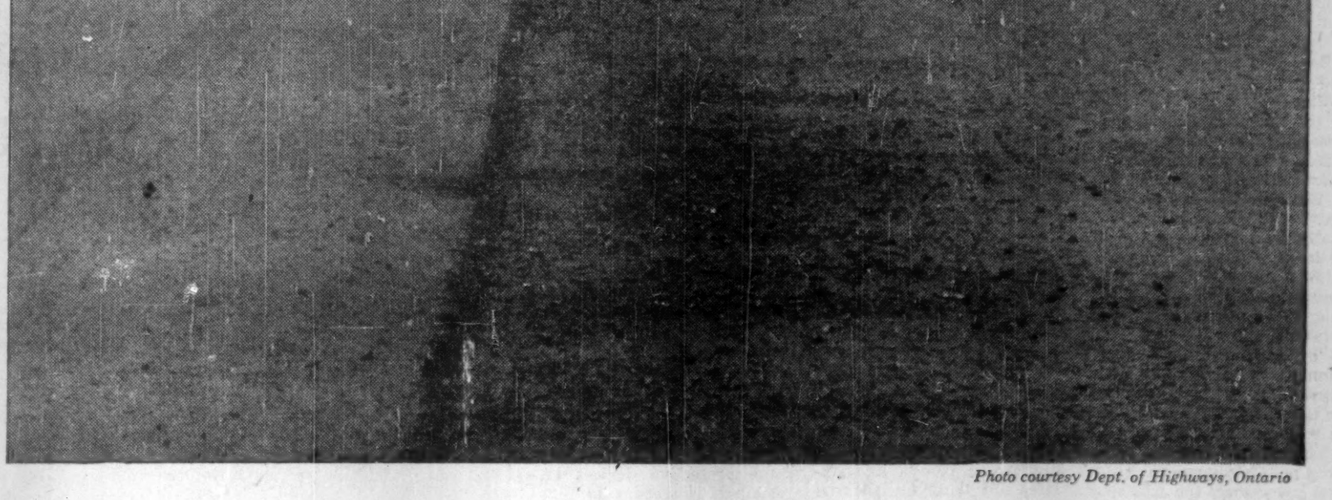

Photo courtesy Dept. of Highways, Ontario

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Every mile of new road means more work for the thousands of Canadian clubwomen who have joined together to fight traffic accidents.

These women, under the guidance of the Canadian Highway Safety Conference, institute new safety campaigns that will greatly reduce the loss of life . . . the loss of time . . . the property damage in their communities.

To recognize and reward their achievements, Shell has established the Carol Lane Awards for Traffic Safety. They are given annually to the women's groups which have carried out the year's most successful traffic safety programs.

This is one of the many traffic safety projects in which Shell participates.

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Growing Pains

Roads Key to Land-Use

Highways will play an increasingly important part in shaping Canadian communities in the future. Eric Beecroft, national director, Community Planning Association of Canada, explains why this is so for FP readers.

Highway building is one of the great consumers of land.

It is also one of the most effective means of regulating all other land uses.

As we increasingly realize our ability to shape communities to our needs, the business of highway building will undoubtedly assume even greater importance than it has at present.

There is tremendous concern today about the scarcity of land for industry, agriculture, recreation space and residential development. The usual complaint of the land developer and his clients is about the "high cost" of land.

This complaint grows louder every day with the inexorable pressure of population in many urban areas.

The cry of high cost is a symptom of the exploding metropolis. Basically the problem is one of acute land scarcity, exceedingly aggravated by the wasteful and disorderly development which we have allowed in the past.

We are moving very rapidly toward a method of concerted action to regulate land use — concerted action between those engaged in agriculture, industry, commerce, transportation and government — to assure the most economical use of this basic resource.

In many of our urban areas, population will double — in some areas triple — during the lifetime of the average reader of this article.

But in the same period, the amount of land available for development will remain almost precisely as it is today.

Self-preservation will unite us — regardless of our past ideologies—on the basic principle of land-use planning.

By 1990, probably much earlier, with a population of over 30 million in Canada, concentrated largely in metropolitan areas, it will become a cardinal sin against society to waste land.

By universal consent, the use of all urban and potentially-urban land will be made subject to over-all planning and public supervision and regulation.

The leadership of both private and public enterprise will accept this regulation as a condition of any progressive, orderly development of our economy.

Land-use planning on a regional basis has already started, with support from business and agricultural leaders, especially in areas of acute growing pains, such as parts of southern Ontario, the Edmonton district and the lower mainland region of B. C.

Action in Ontario results from the realization that within a few years, in the Niagara peninsula, homes, places of employment, shopping areas, schools and means of transportation for a population of over a million people will have to be arranged in some economical pattern on a small land area.

This must be done without displacing unduly the production of food, without obstructing through traffic by rail and road, and without denying people the pleasant recreation space which their leisure demands.

Regional land-use planning will become an established practice within a few years.

Highway building will come to be recognized as much more than a temporary expedient to relieve congestion and speed motor traffic.

It will become one of the principal devices to steer industrial, commercial, residential and park development into the patterns established for economy and convenience.

Man's intelligence will be put to use in community building on a grand scale.

Highway planning is indeed forcing the issue of a more comprehensive planning of regional development.

So great is our concern regarding traffic and the use of the automobile that there is a great wave of interest in highway building.

In the face of this "challenge" or "threat" of highway building, municipalities are becoming acutely aware of the impact which such building could have on the future pattern of urban growth.

Some of the questions which need answers:

- **Is the future shape of our regional city to be determined** now on the planning boards of highway engineers, before adequate thought has been given to the future location of industry, the choice of regional parks, the selection of appropriate sites for housing, the preservation of suitable areas for agriculture, forestry, and the conservation of water resources?

- **Should we build expressways before we replan the inner city** for pedestrian circulation, rebuild and extend our public forms of mass transportation?

- **In finding the best engineering solution for highway layouts,** are the highway builders going to take the best land of the river valleys which may also be the lands most valued in the future for recreation space?

- **What will happen to the scenic qualities of the landscape, so important to the value** and usefulness of adjacent property, for both public and private use?

- **What will be the displacement of agricultural land and the consequence** of that loss on the food supply of the region or the nation?

There is a sudden realization that we are not putting first things first and that it would be a tragic mistake to fail to produce a regional plan of development before we lay highways which — more than any other factor— will determine the pattern of development for generations, perhaps centuries, to come.

Does it follow that we should scrap or curtail our plans for expressways and inter-city highways until we have produced in every urban region an approved scheme of land use?

The answer is probably not an unqualified yes or no.

Highway departments may have good reason to ask: "Why hold us back until the other elements of the team are ready to join in the play?"

Something has already been accomplished in linking provincial highway plans to those of the urban areas.

The main difficulty is that you cannot fit a provincial plan to an urban plan which does not exist or which has not been officially approved.

Highway engineers, perhaps, should not be expected to arbitrate between local citizens and their elected officials or between one municipality and its neighbor.

The lack of machinery and manpower for regional land use planning is a serious handicap to collaboration.

The obvious solution seems to be: Let the province itself show the same degree of concern for the entire problem of transportation and urban development which it now shows for the limited problem of how to provide for the use of the motor vehicle.

It is fashionable for provincial leaders to wait politely for municipalities to initiate action or to demand aid. But in respect to regional planning, municipalities are not in a position, either financially or organizationally, to initiate action.

Their financial resources are limited and their territorial jurisdiction is too restricted to enable them to look at more than a small fragment of the problem of transportation or land use.

All indicators point to the provincial cabinet as having the prime responsibility to help their departments and the municipalities to establish the machinery for both vertical and regional collaboration.

If we want to get the most for the taxpayer's dollar and to make the highways serve their community-building function, the following precepts should be applied as emergency measures:

- **Speed the process of regional economic planning along the lines already projected in Ontario and many U. S. areas.**
- **With it prepare over-all land use plans which can form the basis for sound industrial, commercial and residential development and sound municipal financing.**

This will require a strong initiative from provincial governments and from business and civic leaders.

Such regional planning will form a sure foundation for a speedier and more productive development of our economy in which highways and other forms of transportation will confer their full benefits.

- **On the technical and financial planning levels, bring about close, day-to-day collaboration between highway planners and all of the other parties concerned with urban development.**

Without slighting other, or even better, ways of achieving this collaboration, I would cite the example of B. C.'s technical committee for metropolitan highway planning, 1955-56, which included technical and planning officials of the provincial government, the lower mainland planning board and interested municipalities.

It reported to the provincial minister of highways and the councils of the cities.

Such day-to-day vertical collaboration between governments should now be standard procedure.

The federal government cannot remain aloof from this process much longer. It is spending large sums of the taxpayer's money on arterial roads like the Trans-Canada Highway.

It should see that adequate steps are taken to protect that investment against the throttling effect of roadside development which could entirely defeat the purpose of the spending.

All levels of government are inextricably involved, through their highway planning, in creating new communities, good or bad.

We have a right to hold each of them responsible for looking ahead to the end result.

How Road Bill Climbs

	*1958	1957	1956
		$ millions	
Hard surfaced highways, etc.	429.7	437.4	304.2
Gravel roads, etc.	138.5	123.5	199.8
Bridges, overpasses, etc.	206.0	168.9	122.0
Dirt roads, etc.	110.7	109.9	54.4
Grading, scraping, etc.	9.7	13.5	30.1
Sidewalks, etc.	20.8	20.2	16.4
Tunnels and subways	49.8	43.3	3.4
Park systems, etc.	14.5	9.4	6.9
Fences, snowsheds, etc.	16.2	15.7	18.7
Aerodromes, runways, etc.	30.4	37.4	13.2
TOTAL	1,026.3	979.2	769.1

*Preliminary estimates for work done.
Source: DBS

Efficiency

N.B. Guards Roadsides

By EDWIN G. ALLEN
Deputy Minister of Municipal Affairs

With the ever-increasing use of the automobile and motor transport on our public highways, coupled with our high accident rate, it was apparent to highway department and planning agencies in New Brunswick several years ago that legislative measures to control roadside development had to be adopted.

It would be short-sightedness on the part of the policy makers to allow the continuance of haphazard roadside development which would mar its efficiency of service.

To ensure that the money invested in these highways will give the proper returns in transportation values, several objectives had to be attained:

- **Removal of the causes of highway accidents.**
- **Removal of any obstacles which hindered the free flow of traffic.**
- **As far as possible preserve the natural beauty of the countryside.**

Three years ago the provincial planning board, which is an advisory body to the government on many phases of governmental policy, drafted a schedule of setback regulations under the authority of the Town Planning Act.

These regulations were adopted in August, 1956, and were applicable to all new construction within 100 ft. from the limits of any public highway outside the jurisdiction of a city, town, incorporated village, or any area having a town planning commission where the local authority has adopted a zoning bylaw.

The regulations allow a minimum setback from the highway limits of 50 ft. on all main trunk or secondary highways and 25 ft. from the highway limits for branch roads, subdivision roads and in incorporated municipalities, with an exception clause for closely builtup areas.

Any person erecting a structure within this 100-ft. controlled area adjacent to the public highway must first obtain a permit from the divisional highway engineer whose department (public works) is linked with the Planning Branch in as far as highway development is concerned.

The Trans-Canada Highway which will be approximately 400 miles in length running through the province necessitated special legislation in order to control roadside development.

The highway act was amended inserting a new section, "Controlled Access Highways," which authorizes the minister of public works to designate any section of highway as a controlled access highway.

After any section is so designated, it is unlawful, except by a permit from the minister of public works to:

- **Construct, use or allow the use of any private road,** private entranceway or gate which, or any part of which, is connected with or opens upon a controlled access highway.
- **Sell or offer or expose for sale any vegetables,** fruit, meat, fish or other produce or any goods, wares or merchandise upon or within 150 ft. of the limits of a controlled access highway.
- **Place, erect or alter any building, structure or fence or any part thereof** or place any tree, shrub or hedge or any part thereof upon or within 100 ft. of any limit of a controlled access highway.

The request for permits to the minister of public works is forwarded to the director of planning;

Director of planning then examines the area in question with the divisional highway engineer.

These recommendations are then channeled through the highway development committee of the provincial planning board and the final recommendation for or against the issuing of the permit is forwarded to the minister of public works.

A subcommittee of the highway development committee of the provincial planning board, together with the divisional highway engineers, made a survey of all existing stretches of limited access highways and prepared a report.

After consideration by the highway development committee and consultation with the minister of public works, the provincial planning board made the following recommendations:

- **Rest areas be allowed on controlled access highways** and minimum distance between rest areas be not less than 10 miles.
- **Rest areas shall consist of a service station,** and a restaurant, and may also include a motel.
- **No rest area to be allowed on a controlled access highway** which bypasses a city, town, incorporated village or built-up area, where such a bypass is less than 10 miles in length.
- **Built-up areas are defined as areas comprising** at least 20 dwellings per mile.
- **Complete plans and specifications for new structures together** with plot plans must be submitted with the application for permit.
- **Adequate highway alterations be provided to allow safe** and efficient flow of traffic adjacent to access.

Recently an Order-in-Council declared as controlled access all highways entering or joining controlled access highways, for a distance of 300 ft. measured along the centre line of the intersecting or joining highway from the nearest boundary of the controlled access highway.

Workable arrangements are now in effect between the provincial gasoline license branch and the planning branch whereby a license for a garage or service station is withheld unless the structures and installations comply with the proper setback regulations as outlined previously.

The indiscriminate erection of bill boards and signs along our public highways has also come under study in recent years. Accordingly, last year regulations respecting the licensing of signs under the signs act were passed.

These regulations make it illegal to place a sign nearer the highway limits than 10 ft., or within 1,000 ft. of a highway intersection, or at a location when the sight distance is less than 800 ft., or within 500 ft. of a sign or traffic control device bearing the initials (D.P.W.).

They further limit the number of signs for business purposes and each sign must bear a license plate stamp or seal which is visible from the highway.

I am not suggesting this is a Utopia and readily admit some imperfections.

But there is enough legislation, if properly enforced, to limit and control all roadside development so that our new highways will serve better the needs for which they were primarily intended.

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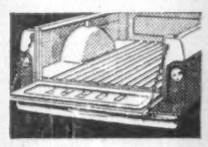

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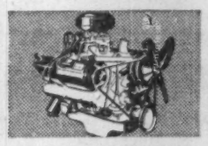

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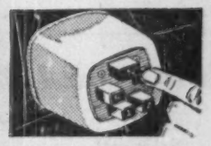

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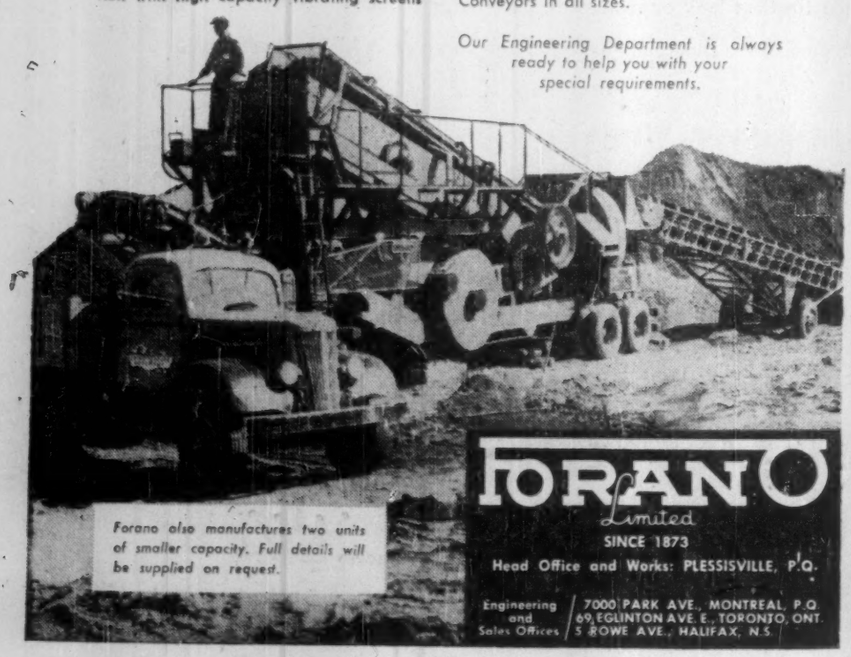

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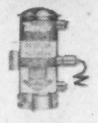
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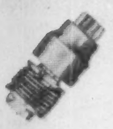
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EXCELLENT AERIAL photo of Toronto's new Frederick G. Gardiner Expressway, looking eastward along the Toronto waterfront. Lake Ontario is at right, Queen Street extension is at left beyond railway tracks. Humber River and Grenadier Pond can also be seen.

Expressway

Nation's Busiest Route

By 1975, the 24-hour volume of traffic crossing Toronto's Humber River via the Queen Elizabeth Way, Lakeshore Road, and the Queensway will total 135,000 vehicles.

Of this number, 100,000 are expected to use the Queen Elizabeth Way and the Lakeshore Road. Peak hour rate will be around 6,000 vehicles.

The Frederick G. Gardiner Expressway will help to keep this traffic moving. Route of Highway No. 2 through the city via this expressway is the most heavily traveled in Canada.

As originally planned in the spring of 1954, the expressway was envisaged as a six-lane, partly elevated highway, 9½ miles from the Humber River along Toronto's lakefront to a point east of the Woodbine race track.

Estimated cost at that time was $49.8 million or slightly more than $5 million per mile.

By August, 1958, the estimated cost of the expressway had risen to $95 million.

Though this increase was partly due to rising costs of labor and materials, it also reflected many changes made in the original design.

This original proposal called for the expressway to run at grade level and on fill from the Humber through the Sunnyside area.

Through the Exhibition Park it was to be located on filled land between the existing seawall and breakwater and a new breakwater, to be constructed.

From Bathurst St. to the Don River it would be carried on an elevated structure with adequate ramp facilities.

After some heated controversy over this routing, the design was later modified to deflect the route away from the lakefront and north of Exhibition Park.

Further controversy ensued when it appeared that the elevated structure would encroach upon, or require partial demolition of, Old Fort York and its adjacent burial ground.

Finally these problems were resolved by slightly amending the new route to avoid these historic monuments.

About the same time a **suggestion that the expressway should run underground through a mile-long tunnel beneath the C.N.E. grounds was discussed by Metro Council and rejected as impracticable.**

While much verbal and printed opinion was being aired over these hotly contested matters, construction of the expressway was proceeding (preliminary work had commenced in the spring of 1956).

On Aug. 8, 1958, the first 2½-mile section of the new six-lane super highway was officially named in honor of Metro Chairman, Frederick G. Gardiner, and declared open to traffic.

Under construction is a further section of the expressway directly behind the C.N.E.

This has involved the demolition of the Dufferin Gate to Exhibition Park, and in its place will arise what is claimed to be **the largest parabolic arch gateway in North America—a reinforced concrete structure with a height of 61 ft. and base span of 75 ft.**

The expressway will run in an excavated ravine between the exhibition and the CNR tracks, access to the CNE being across a new bridge also under construction at the foot of Dufferin St.

This work is being carried out by **The Foundation Co. of Ontario Ltd.**, who were also responsible for the widening of the existing bridge at the Humber to accommodate eastbound expressway and lakeshore traffic, and for the sections of the expressway linking with the Queen Elizabeth Way.

East of the present construction at Exhibition Park, which is scheduled for completion in mid-July of this year, erection of the first section of the elevated structure for the expressway will be commenced shortly.

From this point, (adjacent to the Art Gallery in the CNE grounds), to its ultimate connection with Don Valley Parkway at the Don Channel, **the expressway will follow an elevated route, rising to some 65 ft. at its highest point in the vicinity of Fort York and the CPR marshalling yards.**

Crossing Strachan Ave. where there will be a main interchange with Lakeshore Blvd. and skirting to the south of Fort York, the expressway will cross Bathurst St. and intervening buildings and follow the route of Fleet St.

There will be a ramp access at Spadina Ave.; at York Bay and Yonge Sts.; also at Sherbourne and Jarvis Sts.

The expressway will link with the Don Valley Parkway at the Don Channel. A future extension through Scarborough to link with Highway 401 is also planned.

Throughout its length, the expressway will be a six-lane, divided highway.

On the elevated portion a shoulder varying in width from seven to 12 ft., will be provided to accommodate broken-down vehicles and also provide space for snow clearance.

The structure will be of reinforced concrete and steel and, when completed in 1966, will be a major factor in solving the traffic problems of the metropolitan area.

Winter Work Helps Cut Annual Costs

Improvement in winter construction techniques through continuing scientific research makes road work possible in the coldest months.

One example: Earthmoving, one of the most difficult and costly of winter operations, has been simplified by production of a powerful new tractor-mounted ripper. One contractor using this equipment last year worked through 28 of the coldest days of winter on a road project.

Winter construction, encouraged by federal financial assistance at all levels of government, has been welcomed by highway department officials who see in it an opportunity to level off construction costs by operating on a year-round basis.

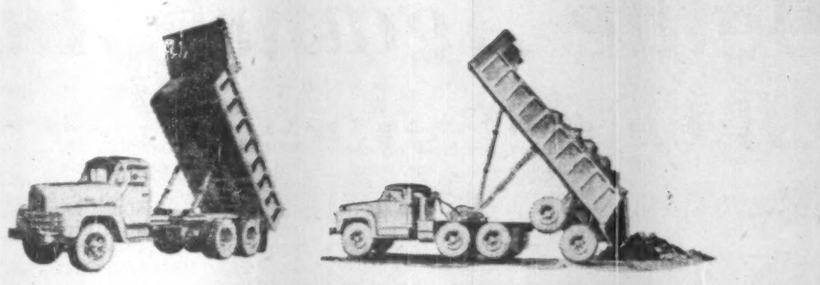
Experts Study Defence Needs

Highways play a vital part in civil defence

Recently, a large and representative group of traffic specialists from across Canada took part in a federal Civil Defence College course.

It resulted in a lengthy list of constructive recommendations for improving evacuation techniques involving massive population movements.

Traffic engineers' participation does not, in itself, represent an unqualified endorsement of all that's embodied in civil defence planning. Rather, they feel, it should be national policy to do the best we can to protect Canadians against nuclear genocide.



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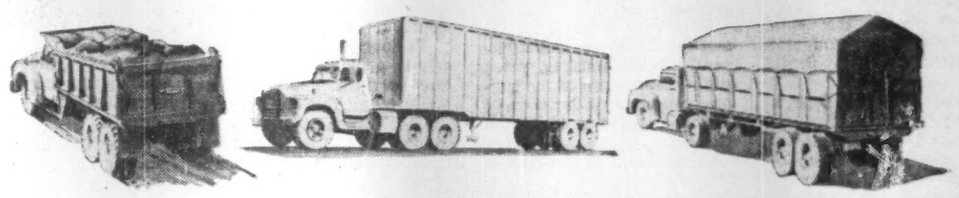

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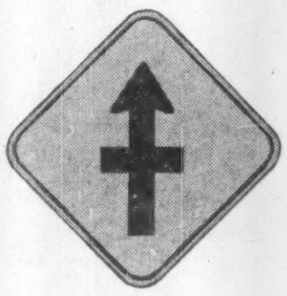

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Battle Against Muskeg

Solutions to the problems of building on muskeg are being found, Jean Evel, technical assistant, muskeg laboratory, McMaster University, told a muskeg conference in Winnipeg this month.

Due to the great variability of muskegs in northern Ontario and to the high standards and economic considerations of modern highways, the Ontario department of highways makes unusually detailed studies of areas in order to ensure the satisfactory performance of a road surface.

Muskeg area often cannot be avoided due to geometric standards and embankments in these places can range from 4-40 ft.

The department makes detailed surveys on all muskegs with a peat sampler to determine the type and depth of organic matter, the depth of underlying soft mineral soil and the type and depth of firm bottom.

In the past, the department's practice in muskeg areas was to remove all the organic matter and to backfill with granular materials.

However, this proved to be economically impractical in many areas where granular materials were not readily available and long hauls of suitable materials were necessary. Also, drainage in cleared areas sometimes proved to be a problem with some back-fill materials.

In their expanding construction program, particularly in northern Ontario, the department of highways was forced to give serious consideration to economic problems, especially since granular materials are often scarce in the North.

In areas where muskegs were ridden it was discovered that some organic terrain had better bearing potential than others.

These two factors led them to a program of muskeg study, undertaken jointly with the National Research Council.

This program, begun in 1958, is expected to produce some instructive results.

The department of highways of British Columbia has, in general, dealt with its muskeg problems by removing all muskeg in highway construction where the depth is less than 10-12 ft. However, muskegs of greater depth are often built on.

Muskeg problems on the Alaska Highway are somewhat different because this was initially planned as a gravel road.

Considerable settlement can be tolerated on this highway as long as it remains completely passable. Also, heavy maintenance can be planned for to regrade portions of the road until settlement ceases.

In the Yukon work, many factors such as depth of muskeg, length to be traversed, construction time available, availability of gravel, ease of disposal of excavated muskeg, drainage and subsequent ditch maintenance will influence construction over muskegs.

The Northeast Highway also faces the problem of permafrost.

It is very difficult to explore or excavate in permanently frozen muskeg, yet a slight disturbance of the surface can result in large areas of thawing and in turn, settlement.

On sections of the Alaska Highway where the muskeg has not been completely removed but has been ridden, it will take three to five years of constant maintenance before the road will become consolidated enough to apply a permanent surface, even of gravel.

On the subject of access roads, J. Boulais, a road design engineer with the RCAF, reports that most Air Force stations are located so as to avoid muskegs but often access roads to these stations are necessary.

These are usually built to provincial standards and with the co-operation of the province but they require standards of design that are lower than those of highways and city streets where traffic densities are higher.

Rock fills over soft foundations of 30 ft. or more have been found unsatisfactory because the rock continues to settle until a firm foundation is reached.

Rock may be used in shallower muskegs where it is expected to reach firm foundation during construction or in a reasonable period of time.

It is felt that drainage along access roads in muskeg areas would help considerably but this is often hindered by topography and is economically impractical except for the more important projects.

When small buildings are required to be built in permafrost-muskeg areas they are built on three to six feet granular fills.

Larger buildings are built on precast concrete piles driven in steam-jetted holes.

The ground floor is raised to provide ventilation and avoid lowering the permafrost level.

In the pulp and paper industry in Manitoba, use is made of muskegs for hauling during the winter because when frozen they are level.

Ontario Hydro often encounters muskeg in maintaining its right-of-ways. This maintenance takes the form of mechanical cutting or chemical spraying of underbrush.

Various vehicles were tried out in an effort to facilitate this operation and it was finally found that the muskeg tractor was most suitable for this purpose in treed muskeg.

The commission reports great satisfaction with these vehicles and right-of-ways can now be traveled in straight lines with all equipment and personnel, with several passes often being made over one trail with the exception of some areas in northern Ontario where it is advisable to use a new trail each time.

In Ontario, **Abitibi Power & Paper Co.** is seeking solutions to questions:

- **Pertaining to bearing strength of muskeg** in both frozen and unfrozen states.
- **Methods for floating graveled access roads** to sustain heavy loading in the open season because complete removal of the muskeg is too costly for an access road.
- **A treatment for strengthening muskeg** prior to putting a road subgrade on it.
- **Methods of coping with frost damage, drainage.**

It is quite possible that our future will see the spread of agriculture into the vast areas of Northern Canada.

The problem here will first be that of drainage.

Vehicles for muskeg operation:

In any consideration of access in muskeg country the question inevitably arises of transportation of men and supplies.

- **Progress is being made in solving access problems** through better vehicle design.
- **Vehicles are now available** which take care of most of the hauling problems arising in the exploration and drilling phases of the petroleum industry.
- **Imperial and Shell Oil Companies** have both shown considerable interest in the Nodwell vehicles and have found the Scout car truck and transporter useful in hauling.
- **A great deal of knowledge has been obtained** regarding the basic principles of vehicle design and of the behavior and stress characteristics of muskeg under vehicle loading.
- **By redesigning and further testing** it is hoped that these vehicles will be further improved.

The Canadian Army is finding application in the vehicle it calls the Rat.

While it is considered small by some organizations, its performance may well justify this apparent limitation. Colonel R. L. Franklin, chief superintendent of the army development establishment, Ottawa, reports:

"The Articulated Light Snow Tractor, dubbed the Rat, was developed to meet an army requirement for a *light prime* mover capable of carrying a load and towing infantry sleds and toboggans over snow-covered ground. Performance and capability was to be approximately comparable to that of the average dog-team.

"While over-snow operation was the primary requirement, it was also desirable that the vehicle be capable of operation over northern terrain during the summer months, including muskeg, mud, sand and inland lakes or rivers. The Rat, which is the result of approximately five years of research and development, fulfils all the above requirements."

The Rat, consisting of two units permanently connected by a ball joint has extremely wide tracks extending over practically the entire undercarriage.

The ground pressure is one half pound per square inch and it is amphibious, being propelled in water by the tracks and steered by a rudder mounted on the back of the rear unit.

It has a speed of 20 mph. on land and three knots in water.

The front unit contains the engine and transmission (four forward speeds and one reverse), fuel tanks, batteries, tool box and driver.

The rear unit provides 22 sq. ft. of cargo area.

Ontario Hydro uses muskeg tractors for line-maintenance and construction, surveying, and for general transportation of men and materials.

These have been found expensive to maintain but, despite this, they are more economical than any other vehicle.

The Water Buffalo, the first vehicle to carry heavy tonnage over every kind of muskeg in Canada, is showing great promise.

The Water Buffalo can load, excavate, ditch and lay pipe line, and has been used in summer to prepare routes for other vehicles.

Key to success in muskeg then:

Intensive preliminary survey (incidentally, the cheapest known in soil mechanics) applies not only for successful vehicle manoeuvrability and trafficability but for all development.

Scientists now know what to do about muskeg, even if perfection is not yet achieved.

Future muskeg research:

There are signs that fundamental research should turn more to the questions of how bulk density of muskeg mat can be determined, intensified or compensated for.

Insight into the water relations of muskeg in all seasons also sets new goals.

The foundation already laid for interpretive analyses of muskeg will help this new program.

Aerial interpretation greatly facilitates attainment of the next objectives.

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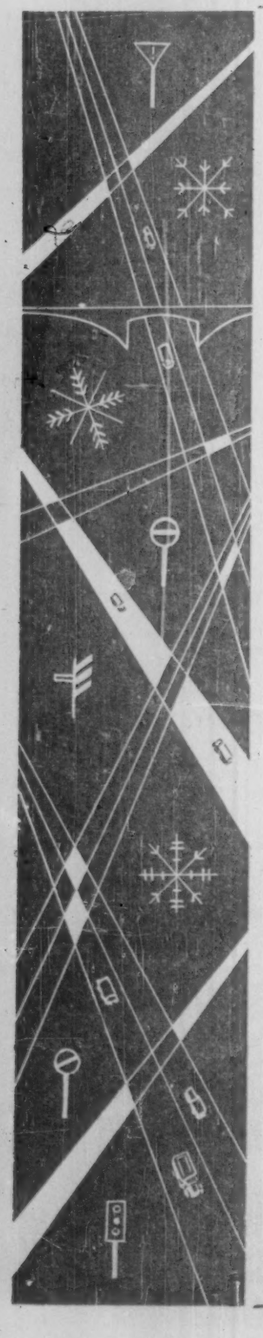

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Speed Limit Law Needs New Study

Speed limit is one of the most abused traffic laws today, due primarily to a multitude of unrealistic speed limits.

With the exception of parking regulations, speed limits are probably the most disobeyed section of Ontario's highway traffic act in the opinion of J. L. Forster, acting traffic control engineer, Ontario department of highways.

Continuing efforts on the part of the department to establish realistic speed limits which will satisfy both motorists and property owners along highways and roads are being made by the department.

They will be studied with great interest by other provinces across Canada.

Why do otherwise law-abiding motorists commit wholesale disobedience of a law supposedly in force for the safety of motorists and pedestrians?

In Mr. Forster's opinion, the answer is that most drivers feel that they can, in many instances, exceed the posted speed limit in perfect safety since this limit does not appear to them realistic on present-day roads of modern design and with new power-equipped cars.

In an effort to reduce this law-breaking by motorists and foster more respect for speed limit signs, the department of highways has recently undertaken a program of reviewing and revising, when necessary, the speed limits on all provincial highways.

The present 30 mph and 50 mph speed limits were established in 1937.

Within the last decade, as a result of the great expansion that has taken place in many sections of Ontario, there has been a considerable growth of small communities, suburbs and subdivisions outside the boundaries of many municipalities.

A number of these municipalities have extended their boundaries to take in these areas and, in some cases, considerable undeveloped land as well.

This resulted in a speed limit of 30 mph on all roads within the new area regardless of development. The posting of 30 mph speed limits in apparently rural areas was a source of irritation to the motorist and, for the most part, he ignored them.

The establishment of a system of provincial freeways commenced in this same period with the construction of Highway 400, Highway 401 and the improvement of the Queen Elizabeth Way. The speed limit of 50 mph, adequate for most King's Highways, was unrealistically low for these modern freeways.

The demand for higher speed limits on these highways increased.

These examples illustrate one of the results of a fundamental change that has taken place in the type of development in the province.

It is the change from the old two-condition concept of urban and rural to the present day multi-condition concept of urban, suburban, and rural.

It is the growth of the suburban development and the commuter who drives to work that has created the need for new types of roads, the arterial street, and expressway and freeway.

Speed limits on these various types of roads running through different conditions of development should vary not only according to the density of roadside development as in the past, but also to the type of development and type of road or highway.

Realizing the need for more flexible speed limit laws, the Ontario Government in 1956 introduced **enabling legislation to make** regulations prescribing the speed limit on a King's Highway. It specifically allows for different limits for various classes of vehicles and a separate limit for night time.

The Act was amended in 1957 to allow the change in speed limit to include a built-up area, and in 1958 to include those parts of the King's Highway within the limits of a municipality. Provision has also been made for a municipality to change the speed limits on its streets to other than 30 mph.

It was made department of highways' policy to require a traffic engineering study of each section of highway where a change in the speed limit was proposed.

Here's how the department goes about it, as outlined by Mr. Forster:

Generally a reduced speed is considered advisable on a section of highway where there is a concentration of buildings which have access to the highway.

This is recognized by most drivers who will instinctively slow down when entering a community from the open highway.

Pressure to reduce the speed limit on the approaches to an urban area comes not from the motorist (the majority of whom will drive through the area at a reasonable speed), but from the property owners and the parents whose children cross the road going to and from school.

In any given area then, there are two sides in conflict: The motorist who does not want a speed limit that is unreasonably low and will not obey it unless it is continuously enforced, and the homeowner who demands the lowest speed limit possible for the "protection" of his children and the reduction of road noise.

The traffic engineer is usually in between the two in attempting to set a speed limit that is realistic from the motorist's point of view and at the same time satisfactory to the homeowner.

To avoid making a purely arbitrary decision, the department of highways makes use of a standard traffic engineering method of evaluating the existing conditions and coming up with desirable speed limit. Four factors are considered:

- **The 85 percentile speed, calculated from samples of speeds** measured along the section of highway under consideration.
- **The accident rate and type of accident** most frequently occurring.
- **The density of development along the highway** where there is direct access to the buildings from the road.
- **Physical features of the roadway** which may make a relatively high speed hazardous.

The 85 percentile speed is the speed at or below which 85% of the vehicles using the highway are traveling. Assuming that 15% of the drivers using any road will not drive with due prudence and care, the 85 percentile is taken as an indication of what the reasonable drivers consider a safe maximum speed.

The accident experience on the section of highway under investigation is considered.

If there are a number of accidents involving passing manoeuvres, this may be an indication that the speed limit is too low and there are a large number of passing manoeuvres taking place between those who implicitly obey any posted speed limit and those who are unwilling to travel at a speed they feel is unreasonable.

On the other hand, a predominance of out-of-control collisions and rear-end collisions may mean that motorists are traveling too fast through the area and do not recognize that hazard in a sharp curve or change in alignment.

This would indicate that a speed limit somewhat less than the 85 percentile speed may be in order.

Until now, the department's experience has been limited to the establishment of speed limits on a few of the main highways in the province. Mainly as a result of limitations in staff and time, it has made only a few back checks on original studies. The reaction of the motorist to the new speed limits, as evidenced by his adherence to them has not been positively established.

The reaction of the other interested party, the homeowners whose properties front on the highway, has been varied. In some cases, their attitude has been one of approval and in other cases, disapproval. In a number of cases the latter was based on ignorance of the purpose of the change.

Although it is too early yet for the department to accurately evaluate methods and the results obtained, says Mr. Forster, his department is confident that the principle of speed zoning as it is being applied to Ontario highways will gain acceptance and does provide realistic speed limits.

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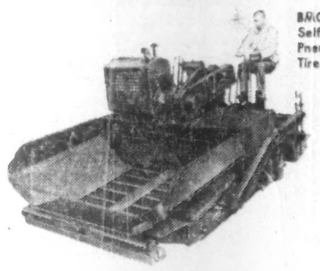

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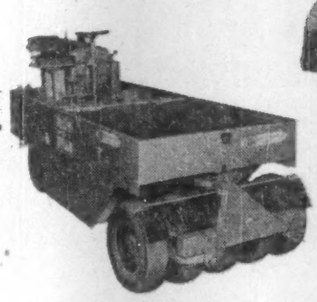

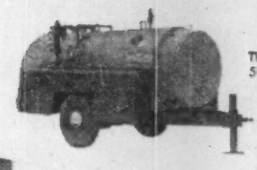

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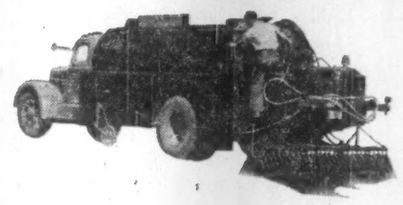

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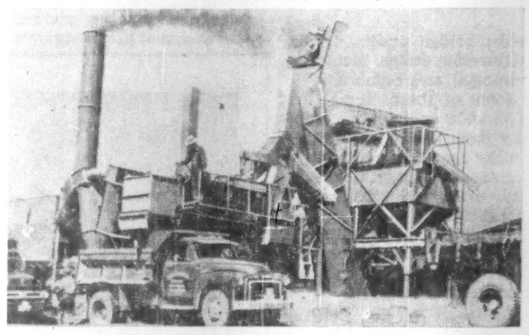

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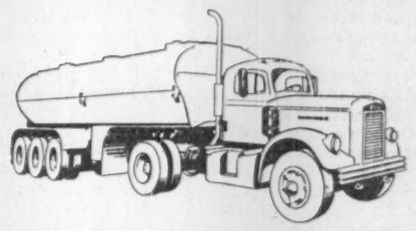

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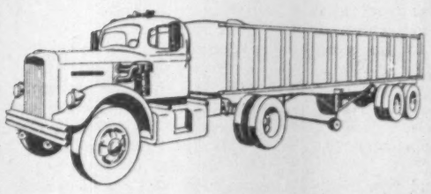

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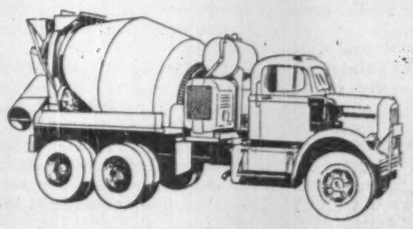

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GOOD EXAMPLE of a clover leaf is shown in this aerial shot of the intersection of Avenue Road and Highway 401 in Toronto, looking east along Highway 401.

Planners *Fight Many Problems*

Major problems facing Ontario's highway planners are leading to increased scientific research.

A joint highway research program set up by the Ontario department of highways in co-operation with Canadian universities is presently carrying out a variety of projects which will provide residents of Ontario with better and safer highways.

Some of the problems:

- **Many new traffic problems have been created since the** war because of the tremendous increase in traffic.
- **Alarming increase in accidents indicates that every factor** contributing to accidents should be investigated.
- **Public demand for immediate surfacing of newly graded roads stressed the need** for continually improved construction methods to prevent undue distortion and settlement of new pavements.
- **With increasing demand for all-weather driving,** improved and more efficient snow removal and ice control methods are needed.
- **Effects of frost action each spring pointed the need for more knowledge** concerning subgrade soils.
- **Performance of some high-type pavements proved inadequate due to the qual**ity of the materials used and due to lack of subgrade support.

All these things showed the need for adequate planning, design and safety, according to John Walter, director of planning and design, Ontario department of highways.

Here are the main points he made in reviewing his department's research program before the Ontario Good Roads Association last month.

With a view to solving these problems the department organized the necessary research after the war. Much physical research was performed and worthwhile solutions found.

Due to a rapidly expanding organization, a shortage of staff and the urgent need to prepare and supervise the increased programs each year, it became most apparent that the Department's research efforts had to be supplemented.

Highways research was further promoted by the Ontario Research Council and by the Ontario Good Roads Association.

An appraisal was made of the various types of research agencies in the U.S.A. After much study and, since Purdue University's Joint Research Project with Indiana State Highway had been most successful, it was decided to set up a rather similar project in Ontario.

After holding several meetings with Queen's University and the University of Toronto, final arrangements were made in September, 1956, when the Joint Highway Research Program was established by the department of highways with the co-operation of Queen's University and the University of Toronto.

The program is financed by the Department but is administered and operated by the universities. The universities provide the required staff and facilities.

Co-ordination of the research work between the department and the universities is obtained by means of an advisory committee consisting of three representatives from each university, five from the department of highways, one from the County Engineer's Association and one from the National Capital Commission.

The principal functions of the advisory committee are to:

Decide on the policies concerning the activities of the program.

Recommend the establishment of individual projects and to determine the priority of the projects.

Periodically review the progress of the program.

Recommend the allocation of funds.

Review the final reports on each research project and recommend the publication of the research results.

A director and assistant director at each university supervise the research work. The research work is performed by graduate students with the assistance of undergraduates. Work on the project and the resulting thesis is partial fulfilment of the graduate student's master's degree.

During the academic year, staff members and graduate students devote half time to the projects. During the summer months the work is considerably accelerated since the graduate students work full time and the staff members are able to give more of their time to the projects.

During the first year the Department budgeted $85,000 for both universities. With the increased interest and availability of graduates, the budget during the second year was increased to $100,000. Currently the program is operating on a budget of $150,000.

The purposes of the program are firstly to perform continuing research which can be used in the planning, design, construction, maintenance and operation of highways thus producing more permanent, economical and safer roads.

Secondly, it is hoped that undergraduates and graduates will become interested in highway engineering and select it as a lifetime career.

Finally, it is expected that the findings of the research program will be of a sufficiently high calibre to make notable contributions to the highway industry.

Successful implementation of this program will undoubtedly assist the universities in attracting and holding highly competent staff and to assist in the formation of graduate schools.

Publication of noteworthy research reports will greatly enhance the prestige of the universities.

The program will ultimately include basic studies of highway construction and maintenance materials, fundamental investigations leading to more economical design, construction and maintenance of highways, and the analysis of highway traffic, safety, economics and administrative problems.

Projects which are under way or completed may be divided into the following fields: bridge design, traffic, intersection design, materials, municipal and economics.

Some of these studies are applicable only to the highway department while other studies are of immediate importance to county, township, city, town and village road jurisdictions.

More specifically, what projects are under study and what problems does the program expect to solve?

▸ **Bridges:** In the field of bridge design, seven projects have been assigned to date.

The project on glue-laminated timber structures is designed to supply fundamental information permitting more practical specifications for highway bridge design.

The study on hydrological data is proposed to secure more factual information to permit more adequate design of bridges as affected by run-off and floods.

Study of a three-span continuous skew slab bridge is intended to secure basic design data to permit an adequate design for this economical type of structure.

In the fourth study concerning the load-carrying capacities of existing bridges, the objective is to determine a specification which can be used to rate old bridges.

In the project on bridge vibration problems, the purpose is to determine the cause of excessive vibrations and to take the necessary corrective measures in new and existing bridges.

A study was undertaken to ascertain the methods and practicability of conducting static load tests.

The final bridge project was assigned to determine the ultimate load-carrying capacity of bridges so as to appraise the strength of existing ones and to formulate more realistic designs for new bridges.

▸ **Traffic:** Three traffic studies have been assigned, one of which is completed.

A study on origin and destination surveys was initiated in order to devise more simplified and economical means of securing the data.

A study on vehicle speeds was undertaken to secure more information for geometric highway design and to establish realistic speed limits and permit effective speed zoning.

The third study was designed to predict traffic movements in cities by simpler and more effective means than by current origin - destination studies.

Two projects have been initiated to secure basic information for the planning and design of grade separated interchanges.

▸ **Materials:** Five studies have been undertaken on construction materials involving a rapid field method of testing bituminous mixes, stabilization of loose sands, properties of clay soil, compaction of soils, etc. Principal objective of the compaction study is to investigate the relative efficiencies of various compaction equipment units.

▸ **Maintenance:** Two maintenance studies have been undertaken to date.

The first study was proposed in order to find the most suitable and economical means of preventing the reproduction of pavement cracks when resurfacing old pavements.

The second study involves the securing of more information to improve our current methods of ice and snow removal.

▸ **Subsidies:** One study was carried out regarding provincial subsidies to municipalities. Its purpose was to analyse the present system, determine if any inequalities exist and if so, to devise a new system which would be fair and equitable to all parties concerned.

Of the 20 projects six projects have been completed. Work is proceeding on 10 projects and reports are expected in 1959. Completion of the four remaining projects is anticipated after 1959.

Many projects are of a long term nature, involving investigation periods of from two to five years. A limited number of projects are short term and are designed to provide data for the most urgent requirements of the department.

Some projects will undoubtedly result in savings to the department while other projects will supply basic and fundamental information which is not readily assessable from a financial viewpoint.

However, the research data **will permit the department** to approach the problem more realistically.

The real value of this program can be more realistically appraised during the next nine months when several more projects will be completed. It is felt that reasonable progress has been made considering the types of work assigned, the organizational effort required by each university in setting up the program and the difficulty in securing qualified personnel interested in research.

To date there are indications that the results will be of considerable value to all highway jurisdictions.

It should again be emphasized that the majority of this research work is not only applicable to the department of highways but also directly or indirectly to all municipal road jurisdictions.

Air Photos Speed Up Projects

Few highway-location studies or construction-material searches are made today without aerial photographs.

Yet, in many areas, application of integrated airphoto studies is being only partially exploited.

The reason: Lack of experience and training in photo interpretation.

The photo interpreter identifies geologic landforms and a variety of soil conditions in aerial photographs. To make these identifications accurately, he must:

- **Have a good grounding in subjects that deal with the origin,** composition and surface expression of various landforms on the earth's surface.
- **Understand the engineering and construction implications of different naturally occurring construction materials** revealed in aerial photographs.
- **Be familiar with the nature of highway problems** commonly encountered in different types of terrain.
- **Be able to identify the characterisic features** of a wide variety of soil materials as they appear in different climatic and geographic settings.
- **His knowledge of minor expressions of the geologic landscape** must not only be comprehensive, it must be very detailed as well.

In some areas, the most significant indentifying features of a material are subtle and difficult to distinguish for the beginner. The beginner must strive to find out the meaning of even the smallest squiggle recorded in aerial photographs.

The airphoto largely overcomes one major handicap imposed on the ground observer by his commonly limited view, namely, 100% area coverage.

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Road Budgets

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Roads are Canada's second largest single budget item second only to national defence.

Commerce and the country's economic development revolve around road and wheel and efficient road and street systems are essential.

● **Motor vehicle traffic in Canada will double in the next 10 years,** according to C. W. Gilchrist, managing director, Canadian Good Roads Association.

● **This will necessitate an annual expenditure on roads and streets of around $1.9 billion by 1968.** Canadians will spend nearly $15 billion in the next 10 years to keep up with the motor vehicle transportation requirements of the nation.

● **Long-range road and street planning must be undertaken** and governments must ensure adequate and dependable road budgets to carry out these plans.

● **If the real facts of the situation are obtained through planning** subsidies and these facts presented to the public, the necessary support for a reasonable road program will be forthcoming.

Mr. Gilchrist has made these observations:

Geographically, Canada is a difficult and unrealistic proposition. These difficulties have been hurdled only by virtue of tremendous effort in building up communications and transportation to their present level of efficiency.

A striking manifestation of this aggressive transportation development has been the very rapid increase in the motor vehicle population in Canada, with one motor vehicle for every 3.5 people.

Using ton-miles as the unit of measuring commodity transportation, data are available to show that nearly 15% of all intercity transportation is done by truck. At least 20,000 Canadian communities are dependent solely upon trucks for supply. In 1958, about 83% of all intercity passenger travel was motor vehicle. Motor buses are now nearly equal to railways in providing intercity passenger travel.

But if a high degree of mobility has social and economic advantages it also bears with its disadvantages and economic penalties. What are the consequences of expansion of motor vehicle population without adequate roads and streets? The most obvious is that poorly designed, constructed and maintained roads, or congested roads, breed accidents.

In terms of property damage, insurance overhead and medical expense, it has been shown that each highway fatality costs about $100,000. In 1957 alone, there were some 3,694 such fatalities in Canada. To this loss of $369 million through death can be added another $73 million in property damage, for a grand total waste of $442 million in one year.

It is not hard to waste $1 million today through lost time, consumed fuel and other vehicle operating costs as a result of congested roads and streets. Much of this tremendous waste can be avoided by providing adequate road and street systems. We are paying for adequate roads and streets whether we have them or not.

All three levels of government — federal, provincial and municipal — are engaged in the construction and maintenance of roads and streets.

Each year the Canadian Good Roads Association undertakes a study of road and street budgets in Canada to provide factual information on highway finance for the current year. "Highway Finance 1958," showed that well over $1 billion was spent on roads and streets in Canada this year. The big spenders were the provincial governments which budgeted about $669 million, or 64% of the total. The municipalities spent about $260 million, or 25% of the total. Of this municipal figure, about $150 million was spent on urban streets, while the remainder was spent on local rural roads.

The federal government spent more money on roads in 1958 than it has in any previous year in history. The total anticipated expenditure on road construction and maintenance in the Territories and national parks, together with the subsidy payments in respect of the Trans-Canada Highway, the Railway Grade Crossing Fund, and the roads to resources program, will amount to nearly $116 million, or 11% of Canada's total road and street budget.

The increase in the present federal government outlay may be gauged by the fact that in the years 1919 to 1952 it spent a total of about $100 million for roads.

Where does this $1 billion come from?

Federal contribution comes from general revenue.

Municipal expenditures come from general revenue and provincial subsidies.

A very different situation exists at the provincial level. Each provincial government depends very heavily upon revenues from a group of taxes which might be termed "road user imposts."

These imposts include the gasoline and diesel fuel taxes, vehicle registration fees and miscellaneous carrier or transport taxes and fees. There is no direct link in any province between road user tax revenues and road and street expenditures.

These taxes are in the nature of tolls, and provincial road budgets are unquestionably influenced by the amount of revenue from this source. In 1958 revenues from road user imposts in Canada amounted to about $482 million. This is approximately 72% of the combined provincial expenditure for roads. The remainder of the provincial expenditures are derived from general revenue.

This is the general status of the road and street industry in Canada today. It is big business and important business. Only two categories of government expenditure are more onerous than those for roads and streets. They are national defence and the collection of services generally termed social welfare.

Perhaps of greater significance is the fact that, despite this high rate of expenditure, all highway departments are faced with an enormous backlog of badly deficient roads in their systems.

Every highway department is under constant pressure not only to provide new, adequate roads but to provide temporary stopgap relief for critical conditions. Larger road expenditures are indicated.

Canadians can expect to see almost twice as many vehicles in Canada 10 years hence. The average number of miles driven per vehicle per year will increase from the present 8,200 to about 9,600 — at which vehicle usage has levelled off in the U. S.

This, in turn, means that motor vehicle travel in Canada will increase from the 36.8 billion miles recorded in 1957 to around 77.5 billion miles in 1968. In other words travel, or traffic, will double in the next 10 years.

If the general Canadian economic conditions continue to progress as they have in the past decade, we can expect the 1968 bill for roads and streets to amount to about $1.9 billion. During the next 10 years we shall be spending nearly $15 billion on our road and street systems.

Last year the provincial governments, through the so-called road-user taxes, collected about 1.27c for every vehicle mile of travel in Canada. If these tax rates were to remain constant (which they have not in recent years), revenues from road user taxes would amount to about $985 million in 1968. This would be about 55% of the total road and street expenditures for that year.

During the next 10 years these taxes, at current rates, would yield a total of about $7.3 billion, or about half of the total anticipated expenditures.

Thus the general revenues of the municipal, provincial and federal governments could be called upon to supply about $7.4 billion during the next 10 years.

A stable, continuing and expanded effort is necessary by all governments to develop the road and street systems necessary to Canada's economic and political growth. To do this necessitates the ability to develop long-range plans which can be systematically implemented through adequate, dependable road budgets.

Traditionally, highway budgets have fluctuated drastically from year to year.

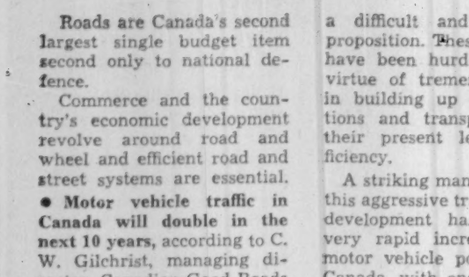
It has been proved, says Mr. Gilchrist, that road and street development cannot wait for general prosperity. Rather, it must proceed to ensure that prosperity.

Furthermore, it is of doubtful wisdom to impose on road departments these fluctuating, unpredictable budgets, as they create confusion and waste.

In years when the budgets are high the departments may be grossly understaffed, resulting inevitably in improperly-designed and controlled works.

When budgets are low the department finds difficulty in retaining its valuable trained staff.

Perhaps of greater consequence is that variable work loads result in under-utilization of available construction equipment and thus contract prices are ultimately increased.



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6. actively participating in Highway Accident Prevention Work and co-operating in such work with Provincial and Civic authorities.
7. associated with the Canadian Red Cross Society and the St. John Ambulance Association in establishing, and with the St. John Ambulance in the operation of Highway First Aid Posts and Patrol Ambulances for the care of persons injured in traffic accidents.
8. co-operating with the **American Automobile Association** in facilitating International Motor Touring, and through its relationship with the United States Automobile Clubs generally, promoting Tourist Travel to Canada from the United States.
9. **affiliated with the Canadian Automobile Association, the American Automobile Association, the Royal Automobile Club and the Automobile Association of Great Britain and through Membership in the International Touring Alliance, with a worldwide chain of recognized automobile clubs.**

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EMERGENCY ROAD SERVICE—More than 800 (OML) Official Emergency Road Service Stations in Ontario, and thousands of them throughout Canada and the United States respond to the "can't start," "out of gas," "flat tire," "stuck" in snow, sand or mud on public roads and similar calls of members to the extent of many scores of thousands annually.

LEGAL ADVICE—by the League's solicitors on all matters arising out of the ownership or operation of members' motor vehicles.

LEGAL DEFENCE—by the League's solicitors, includes payment of legal fees up to $500.00 for defence in Ontario courts in case of accident. Members defended when charged with breaches of the Highway Traffic Act. Assistance given in settling summonses.

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CGRA Expands With Highways

Canada, third-ranking nation in annual highway expenditures, now possesses a network of more than 450,000 miles of roads and streets. Motor vehicles last year traveled close to 40 billion miles on these roads.

The enterprises that revolve around the road and the wheel generate a substantial share of the nation's economic product.

Within the past decade, road transportation has become one of the mainstays of the economic and social life of all Canadians.

During that time, the functions of the Canadian Good Roads Association, Canada's only national association existing solely for the purpose of obtaining better roads and streets, have undergone parallel expansion.

Following 36 years' successful operation as an alliance between private motorists and government roadbuilding agencies, CGRA was reorganized in 1950 to give wider participation to industry.

CGRA membership now stands at 700 including a wide range of manufacturers, distributors, consulting engineers, roadbuilders and road users.

The association has continued to operate on a nonpolitical and nonprofit basis, offering a broad basis for cooperation on a national scale between government, industry and business.

A sharp increase in the scope of CGRA activities in the field of highway technology has paralleled expansion of the association's membership. Encouragement of the development of technical skills in all branches of the highway sciences has become a major goal of the association.

Late in 1958, CGRA was active in the establishment of a special committee on pavement design and evaluation, composed of representatives of the ten provincial governments, university engineering faculties, CGRA and industry.

Under the direction of the committee, a research program will be devised and conducted with its principal objective the design of safer, cheaper and more efficient highway pavements.

Improvements in highway pavement design are also the object of the $23-million road tests being conducted by the American Association of State Highway Officials.

A CGRA engineer-observer has been stationed at the site of the tests since their initiation four years ago.

Interim reports on the project are made by the observer and a national committee to the association for circulation to Canadian governments and industries.

A project of national significance now nearing completion is the publication of a Manual of Uniform Traffic Control Devices for Canada. The manual, sponsored jointly by CGRA and the Canadian section, Institute of Traffic Engineers, will contain proposed nation-wide standards for pavement markings, traffic signs and signals.

Adoption of the standards throughout Canada will result in greatly increased safety and convenience for motorists in all sections of the country.

A CGRA - administered scholarship program, designed to raise the standards of highway technology in Canada, was established in 1951.

A total of 18 Canadian engineers have profited from the program and now hold responsible positions in government and industry.

Scholarship recipients have taken postgraduate studies in all phases of the highway sciences at internationally recognized universities including the Yale Bureau of Traffic Engineering, the University of California and Purdue University.

Six scholarships will be awarded during the current year for postgraduate studies at universities in both the U. S. and Canada.

Advice and assistance on problems relating to highway technology is offered by the association to all members.

CGRA personnel, including an engineer and an economist, have participated in special studies at the request of three provincial highway departments.

In Prince Edward Island, the association conducted a survey of maintenance procedures and personnel training which has resulted in the establishment of a training program for mechanics.

A technical information centre has been established at the association's headquarters to operate in conjunction with the CGRA technical library.

During the past year, four technical publications have been issued by the association as part of a program of distribution of technical studies and papers on Canadian subjects.

Publications include papers, symposia and discussions taking place during CGRA conventions. Technical forums of each CGRA convention are arranged to provide discussion of all important aspects of Canadian road transportation.

CGRA's president, Hon. J. T. Douglas, Minister of Highways and Transportation, Saskatchewan, speaking to the Third World Meeting of the International Road Federation in Mexico City, said:

"We are potentially a wealthy country. We spread rather thinly over a large area.

"We are developing economically and industrially at a very rapid rate but we are not now able to afford the luxury of a number of highly specialized groups concerned with highway technology.

"We are, in U. S. terms, a Highway Research Board, an Association of State Highway Officials, an American Road Builders Association, and a Highway Users Conference all rolled into one.

"Until 1955, we were a Highway Safety Conference, too. In that year we convened a meeting that resulted in the establishment of the Canadian Highway Safety Conference.

"Perhaps in the future we shall convene meetings that will result in the creation of other specialized organizations.

"We do not feel that by so doing we will in any way curtail our potential development. The number of useful jobs that need doing in this field is limitless.

"We feel that we are bearing a heavy responsibility with no promise that this will be diminished in the years ahead. Rather, we see growing road transportation problems.

"Our economic future, the unfolding of our northern frontiers, will depend to a critical degree upon the economy and efficiency of transportation in general and upon road transportation in particular.

"In these circumstances we see a continuing and important need for a voluntary organization such as the Canadian Good Roads Association. There are immense benefits to be derived from a close working partnership of governments and industry in a good roads association, politically unencumbered."

Highways Hit Hard By Frost Heaves

Frost heaving of roads is an annoying hazard for the motorist and a bugbear to the highway maintenance engineers.

In spite of good maintenance programs, new construction, and research into the mechanics of frost action, it seems likely both drivers and engineers will have a few more years to drive over and worry about frost heaves.

- **A frost heave appears as a sudden lift in the road surface up to a foot** or so in height, sometimes only 15 ft. or 20 ft. in length.
- **It may stretch right across the road** or only in one wheel track.
- **It may appear as several waves** spread over 100 ft. or so of road surface.

Most motorists do not know why heaves occur nor do they realize how difficult it is to construct a road which is entirely free of them, when the natural conditions are present to produce them.

J. B. Wilkes of the Ontario Highways Dept. says that in all but south-western Ontario the province offers just about every natural condition present to produce excellent examples of heaves.

"Our climate is cold enough; our terrain is rolling; we have many bad outcrops, and we have the necessary ground water within the freezing zone.

"We still have many miles of old highways where bump signs denoting frost heaves can be seen every few miles.

Newly constructed roads are relatively free of heaves, he says, but, unfortunately, a few appear in spite of the department's construction specifications and practices which are designed to eliminate them.

Heaves are most often at grade points in earth and rock cuts and also in very shallow fills.

Because they are such a hazard and an annoyance to drivers, they give the highway maintenance engineer a great deal of concern in addition to his normal maintenance worries.

He must see that his road foremen take immediate steps whenever a heave appears to warn the motorist of its presence by erecting bump signs.

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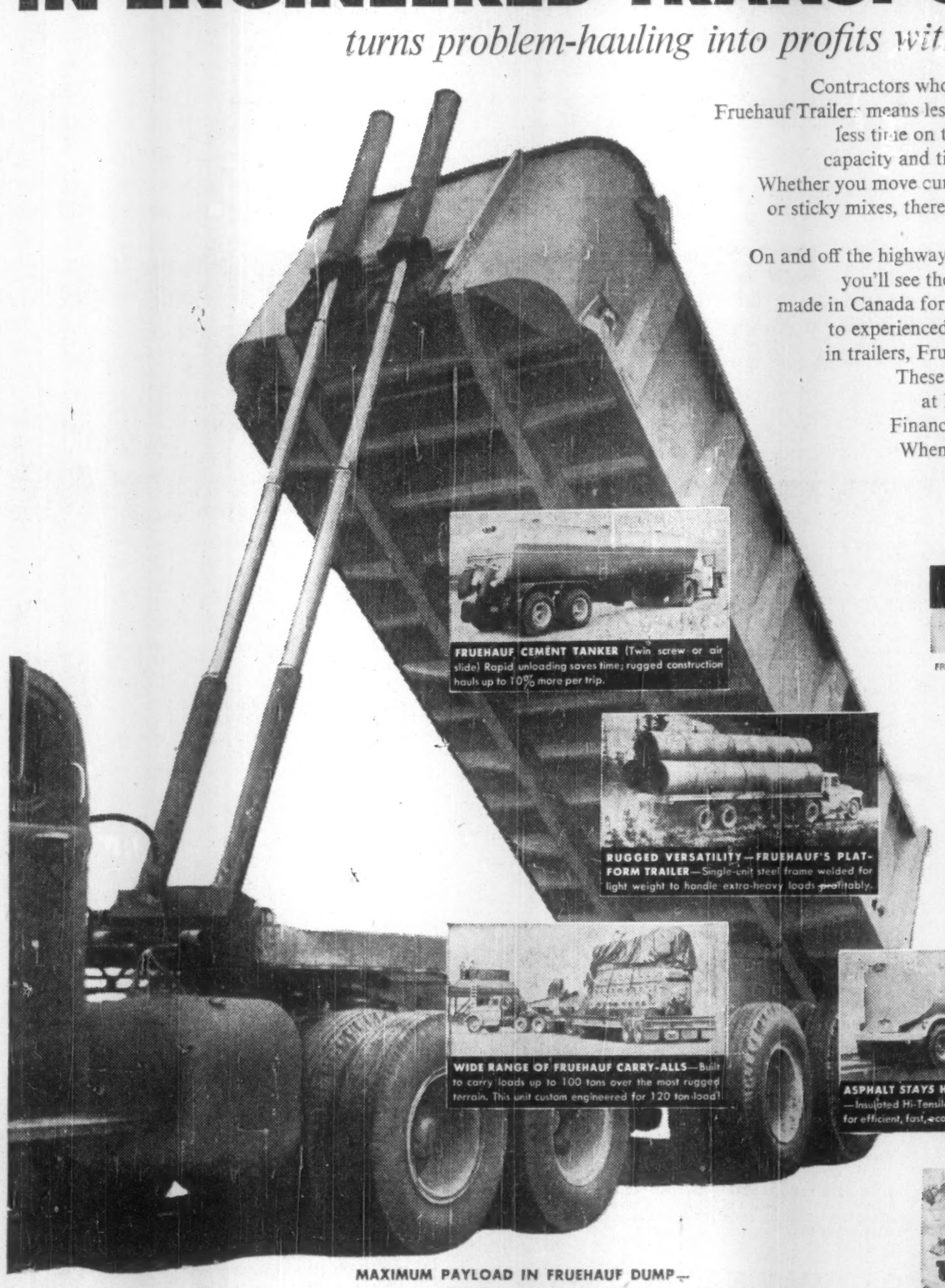

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